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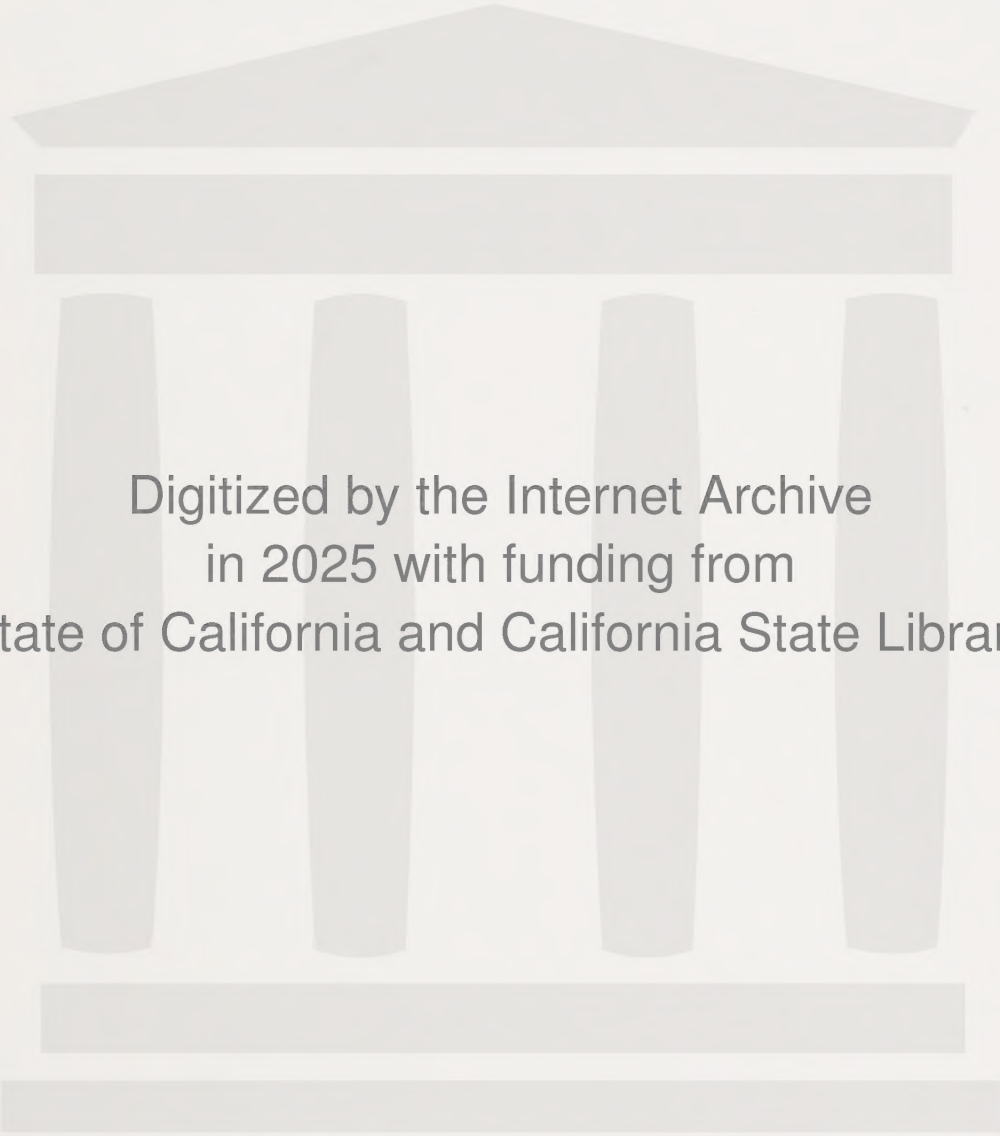
background report
Southeast Los Angeles District

DEPARTMENT OF CITY PLANNING



LOS ANGELES

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BACKGROUND REPORT Southeast Los Angeles District Plan

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Social survey LA
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FEBRUARY 1976

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INTRODUCTION

This report is intended to provide background information and data to assist persons using the Preliminary Plan for the Southeast Los Angeles District. The Preliminary Plan is a discussion document which, along with this report, is to be submitted to the residents of the Southeast District for their review and comment. After being reviewed by the residents of the District, the Planning Department staff will then review comments made on the Preliminary Plan and prepare a Revised Preliminary Plan which will be presented to the Citizens Advisory Committee, the City General Plan Advisory Board (G.P.A.B.) and the Director of Planning for review and approval. The Proposed Plan will then be presented, in sequence, to the Planning Commission, the Planning Committee of the City Council, and the full City Council, all of which will hold public hearings on the Plan.

The Southeast Los Angeles District Plan, when adopted, will become part of the City of Los Angeles General Plan. Upon adoption it will supersede the existing Watts Community Plan and the Preliminary General Plan for Southeast Los Angeles dated August 24, 1966.

Additional information regarding the Southeast District Plan may be obtained from the Community Planning and Development Division Staff, Unit V, Room 605, City Hall, Los Angeles, California 90012, telephone 485-3744.

NOTE: Most information in the Background Report reflects data taken from the 1970 U.S. Census. After these figures were published, the City determined that there was an undercount in Los Angeles population in that census. An estimated 15,000 people in the Southeast District had not been counted in 1970. However, there is no complete and reliable profile of who these people are according to standard statistical categories such as age, sex, income, and family size. Our figures, therefore, represent 1970 Census data except where noted.

I. The District

A. HISTORICAL BACKGROUND

On September 4, 1781, a small pueblo called "Nuestra Senora La Reina de Los Angeles" was founded by twelve families. Two of the forty-six founders were Black men.

At the time of its founding, Governor Felipe de Neve granted jurisdiction over four square leagues of land in the direction of each of the four winds from the center of the Plaza. These boundaries remained unchanged throughout the Spanish period, the Mexican sovereignty, and the admission of California to statehood.

The earliest settlers of the Pueblo of Los Angeles recognized the ancient flood plain, which fanned out to the southeast, as natural pasture land. During the rancho period, herds of longhorned cattle ranged here, grazing the winter grass and watering at the numerous springs and marshes fed by the underground channels of the Los Angeles River. The Pueblo exerted a weak claim over part of this land, while the Watts portion of the Southeast District, lying south of what is now Firestone Boulevard, became part of the Rancho Tajauta grant made in 1843 to Anastacio Abila by the Mexican governor of California.

After California's admission to the Union, Rancho Tajauta was surveyed and its boundaries were narrowed. The tract between the low bluffs marked by Figueroa Street and the new line at Central Avenue was parceled for eventual sale as public land, thereby creating the present community of Green Meadows. This section was traversed by the Wilmington-to-Los Angeles stage road, a wide swath of unpaved tracks, which was the area's major landmark for several decades.

During the surveys of the 1850's, Los Angeles' title to four square leagues of land was recognized, with the city limits being established at about Exposition Boulevard. The area between the city limits and Rancho Tajauta, which included the communities of Central and Avalon, was also declared public land.

Further city development was stimulated in 1869 by the news that the railroad would link Los Angeles to the East. The first Los Angeles railroad, which paralleled Alameda Street, was incorporated into the Southern Pacific system in 1876. When the Santa Fe Railroad opened a competing transcontinental line, Los Angeles experienced a sudden increase in population and the real estate "Boom of the 80's". This sudden growth had major implications for the area. Townsites staked out by speculators included Vernondale, centered at Vernon and Central Avenues, and Nadeau Park, in the vicinity of Slauson and Compton Avenues.

Vernondale was flamboyantly promoted and moderately successful, with enough streets graded and houses built to preserve community identity.

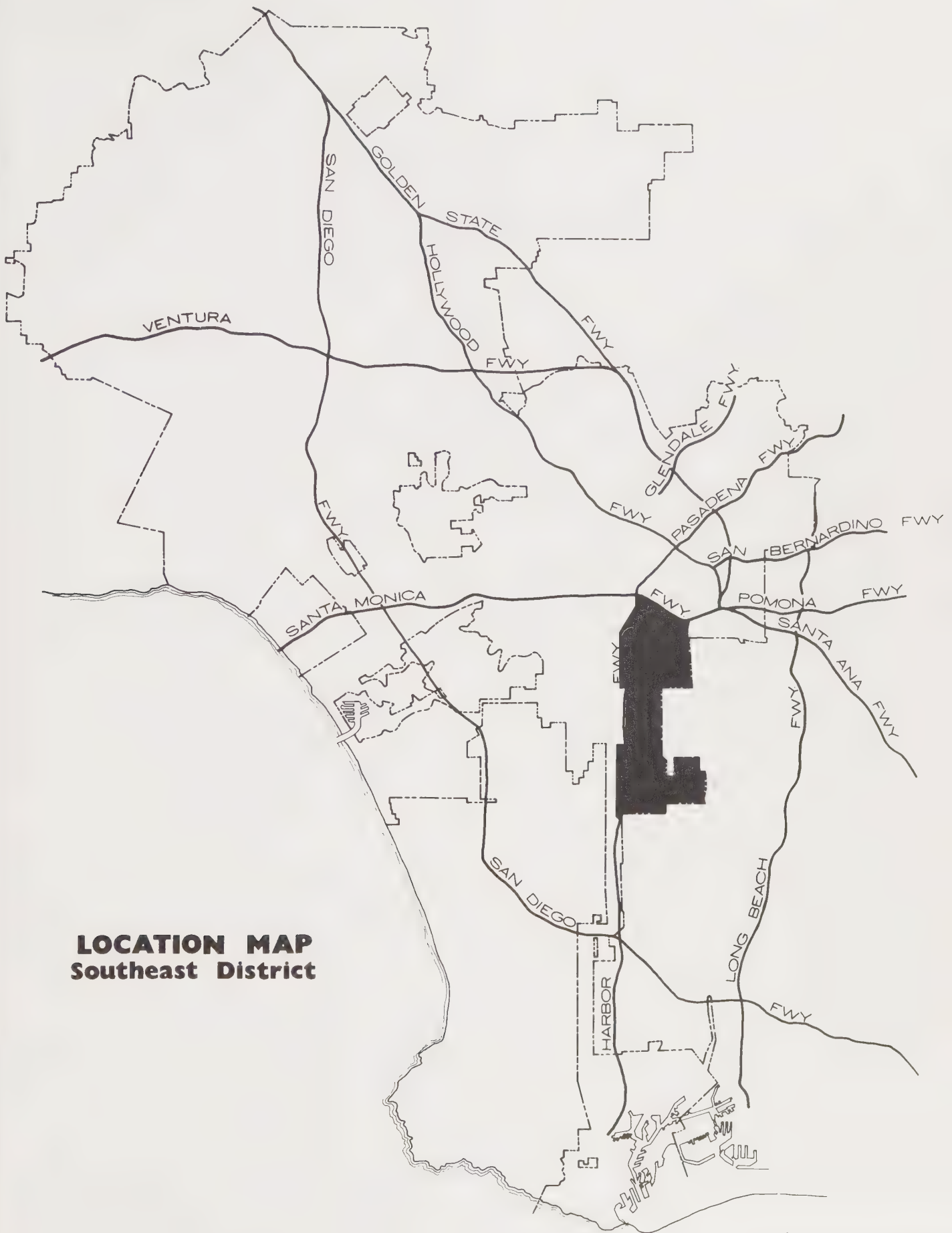
Nadeau Park, however, vanished in the "bust" of 1887. The site was on land purchased a decade earlier by wagon freighter Remi Nadeau, who hoped to grow sugar beets and develop a refinery. Except for strips of shops,

Coastal temperatures are modified by the influence of ocean air producing more moderate winters and summer temperatures than in the interior regions.

Prevailing winds are westerly; however, in the fall and winter months, hot dry winds called the Santa Ana winds blow from the desert interior, usually from the northeast.

AIR QUALITY

The Air Pollution Control District (APCD) maintains several field stations in the County to measure the level of air pollution. None are located in the Southeast District. The nearest air monitoring stations are 1 and 76, which are located to the north and west respectively, of the Plan area.



LOCATION MAP
Southeast District

C. PRIOR PLANNING

THE GENERAL PLAN ELEMENTS

The Southeast Los Angeles District Plan is a part of the City's General Plan. The General Plan is mandated in Section 96.5 of the City Charter and in Section 11.5(6) of the City Municipal Code. The General Plan consists of the following components:

Concept and Citywide Plan

Concept Los Angeles, released in February of 1970 and adopted by the City Council in April of 1974, is a long-range, generalized conceptual framework for the entire General Plan. By translating the goals expressed by citizens in the earlier Goals Program into objectives and policies, the conceptual pattern of development for both the City and the surrounding area is characterized by:

- a) Centers having a high intensity of development and activity; and
- b) The preservation of low density suburban areas.

Centers will include commercial, residential, and appropriate industrial development, such as research facilities. Suburbs will be predominantly residential in character but will include local businesses, public service facilities, schools and parks. Centers and suburbs will be tied together by a comprehensive transportation system.

The Citywide Plan, released in December of 1970, and adopted in April of 1974, is an intermediate range policy guide for planning and development over the next twenty years. Designed to implement Concept Los Angeles, it contains broad policies and programs of the land use, circulation, service systems and environmental elements.

Technical Elements

There are numerous technical and environmental elements relating to specialized issues. These are: Public Schools, Fire Protection, Housing, Highways and Freeways, Rapid Transit, Refuse Disposal, Power Transmission Rights-of-Way, Seismic Safety, Sewerage, Open Space, Conservation, Noise, Safety, Scenic Corridors, Cultural and Historical Monuments, Hiking and Equestrian Trails and others. These plans must be in conformance with the Concept and Citywide Plans, and coordinated with community plans and other technical elements. They set forth generalized policies (including specific or general location maps) to guide in the location and development of public facilities, utilities, circulation systems and other aspects of the City.

Community Plans

There are seventy separate "Communities" within the City of Los Angeles. These communities have been grouped by the Planning Department into 35 "Planning Areas" for which community or district

plans are prepared. The boundaries of each planning area have been adopted by the City Council. The community or district plans supplement the Concept and Citywide Plans by providing more specific policies and more detailed patterns of intended development for each planning area which are impractical to include in the Citywide Plan because of its broader scope and larger scale.

PREVIOUS PLANNING STUDIES

Prior to 1965, no comprehensive study had been made of the entire Southeast District, although a number of reports dealt with portions of the area.

Within the northern portion of the District, three adjoining neighborhoods Naomi, Trinity, and Stanford, which are part of the Central Community were designated as preliminary urban renewal areas on March 26, 1959. The existing conditions in each of these areas were studied, including a detailed City Health Department evaluation of housing quality, based upon American Public Health Association standards. A preliminary plan for rehabilitation and redevelopment was approved by the City Planning Commission at that time. No further action was taken.

After the 1965 riots, an inter-departmental planning team studied the Watts Community in the context of the entire Southeast District. The resulting preliminary plans for the Watts Community and Southeast Los Angeles were approved by the Planning Commission on May 26, 1966 and adopted by the City Council on August 24, 1966.

The Preliminary Plan for Southeast Los Angeles proposed the retention of large areas in single family residential use, the creation of shopping centers, and the clustering of existing commercial facilities. No substantial increase was to be made in industrial land area. This plan recommended that present industrial uses which bordered residences be improved or converted to residential use. Improvements in vocational training facilities, transportation, and public facilities were also recommended. Few of the elements of this plan have been implemented.

The Watts Community Plan included five alternative designs for the rebuilding of the Watts core area, centered on 103rd Street between Compton and Wilmington Avenues. After lengthy planning and a number of hearings, a Preliminary Plan for the Watts Redevelopment Project No. 1 was approved by the City Planning Commission on January 11, 1968. Under the jurisdiction of the Community Redevelopment Agency, the Redevelopment Plan, approved on November 18, 1968 by the City Council and the Community Redevelopment Agency, provides for a cluster of commercial uses along a north-south axis between Compton Avenue and the Southern Pacific Railroad right-of-way, together with a civic center, a park and a residential area.

A study of the Vernon-Central Community by the City Planning Department and the Community Redevelopment Agency, begun in 1965, stressed rebuilding of the area's commercial core. The plan which was preferred

by many community residents called for a clustering of commercial buildings at the intersection of Vernon and Central. Other basic elements included low-medium density residential neighborhoods, recreational facilities, and up-dating of the traffic circulation system. The Redevelopment Project was officially abandoned on July 9, 1970 by vote of the City Council.

In 1967, the City Planning Department prepared a preliminary plan for the Green Meadows South neighborhood to be used in conjunction with an application for a Demonstration Cities planning grant. This plan, which was approved in principle by the City Planning Commission on May 4, 1967, recommended land use revisions which would improve living conditions and strengthen the area economically.

Two studies prepared later in 1967 by the City Planning Department preceded the present full planning study. The first of these suggested developing and adopting a program for revitalizing the entire South Central area, including upgrading the neighborhoods and living environment west of the old Pacific Electric Long Beach Rail Line, and the development of an industrial park between this rail line and Alameda Street. The second examined four alternatives which included varying amounts of industrial land, most of which is located in a corridor between Alameda Street and the planned Industrial Freeway. No official action was taken on either of these studies.

In 1968, the City Planning Department began a detailed study of the Southeast Los Angeles District which included the communities of Avalon, Green Meadows and Watts, and the unincorporated County area of Florence-Firestone. The Preliminary Plan was completed in June 1971. The major features of this plan were: (1) retain the low and low-medium residential density and convert some industrial and commercial zoned areas to medium and high density residential, (2) develop two high intensity commercial centers and three community shopping centers, (3) eliminate much of the existing industrial strips and develop two major industrial corridors along Alameda Street and Slauson Avenue, (4) provide four new parks and expand many of the public schools, (5) a recommendation for the alignment of the Century, Industrial and Slauson Freeways and the removal of several railroad lines, and (6) the annexation of the Florence-Firestone Community. After public discussion and review by the General Plan Advisory Board, the Preliminary Plan was modified and up-dated to include the Central Community and other changes. The revised document was titled Southeast Los Angeles District Proposed Plan, dated February 1972.

The Planning Commission held a public hearing on the Southeast District Proposed Plan on April 3, 1972 at the Department of Water and Power Building. The major complaint voiced by the approximately 400 people who attended this hearing, was the lack of citizen involvement in the Plan due to the absence of a Citizens Advisory Committee. In response to this the Planning Commission returned the Plan to the staff for more citizen input.

A Citizens Advisory Committee was established in July 1972. The committee was organized for the purpose of advising and assisting the Planning Department in its study, recommendation, review and implementation of the Southeast District Plan.

The staff met regularly with the Citizens Advisory Committee and developed a Preliminary Plan in August 1974. Subsequently the staff was charged with developing a Human Resources Element to the Preliminary Plan.

GENERAL PLAN CITY OF LOS ANGELES

CONCEPT
LONG RANGE

CITYWIDE PLAN INTERMEDIATE RANGE

LAND USE
ELEMENT

CIRCULATION
ELEMENT

SERVICE SYSTEMS
ELEMENT

ENVIRONMENTAL
ELEMENT

HOUSING
COMMERCE
INDUSTRY
OPEN SPACE
ETC.

HIGHWAY
FREEWAY
RAPID TRANSIT
MASS TRANSIT
AIRPORT
HARBOR
BIKEWAY
ETC.

PUBLIC FACILITIES
PARKS
SCHOOLS
POLICE
PUBLIC UTILITIES
POWER
WATER
ETC.

OPEN SPACE
CONSERVATION
SEISMIC SAFETY
NOISE
ETC.

COMMUNITY PLANS



D. ZONING AND LAND USE

ZONING

The Southeast Los Angeles District's basic zoning patterns were generally established with the approval of the 1946 Comprehensive Zoning Plan, with some changes occurring during the last 29 years. The residential zoned land accounts for 6,160 acres (includes 1/2 of abutting streets); this represents 65% of the total study area. The greatest amount of residential zoned lands are in the R3 and R4 multiple dwelling zones with 3,365 and 507 acres respectively. The multiple dwelling zoned land, including three acres of R5 zoning, has a total of 3,875 acres or 63% of the total residential zones. The R1 and R2 zones for single-family and two-family dwellings, are concentrated in the communities of Green Meadows and Watts. They constitute 37% or 2,285 acres.

Commercial zoning accounts for 15% of the District or 1,377 acres. Most of the commercial zoning is located in strip developments along major and secondary highways, primarily along the north-south thoroughfares.

The industrial zoning represents 1,883 acres or 20% of the District area. Most of the industrial land is located in three major areas: (1) the north-west section and the area parallel to the Southern Pacific Railroad, (2) the northeastern section and the area between Washington Boulevard and the Santa Monica Freeway, and (3) the area generally bounded by Slauson Avenue, Central Avenue, Florence Avenue and Avalon Boulevard and the land which parallels Slauson Avenue along the railroad line from east to west. Industrial is also developed in scattered strips along the railroad lines and there is a small industrial area between Avalon Boulevard and San Pedro Street south of Manchester Avenue. These scattered strips of industrial zoned land are most often in proximity to residential areas.

The parking zoning represents 11 acres which is less than one percent of the District. The parking zoned land is adjacent to both commercial and industrial zoned land.

Zoning in the District differs markedly from that in most of the City as a whole. Much more land is zoned for commercial activities (15% vs 6% for the City) and industrial uses (20% rather than 10%). In the Southeast District, slightly more land than usual is zoned for residential use (65% instead of 63%). Of this, however, much more than the average is zoned for multiple residences, 63% of all residential zoning, while in the City as a whole, only 21% of the total residential zoning is for multiple use.

The primary function of zoning is to control the use of land, allocating to the various types of activities land that is sufficient and appropriate for the purpose. In the Southeast District, as well as the other inner City communities, more land has been zoned through previous zoning for multiple dwellings and commercial uses than can be used in the immediate future.

LAND USE

The inventory of land uses in the Southeast Los Angeles District indicates that much of the land is not being utilized in accordance with its zoning.

Residential uses occupy approximately 6,436 acres or 68% of the land in the District. The highest proportion of residential land use consists of single-family and two-family dwellings. Many of these are on small lots and are substandard to existing requirements. The six public housing projects occupy 221 acres or 4% of residential land use.

While commercial zoned land consists of 1,377 acres, commercial uses comprise only 819 acres or 9% of the District. Industrial uses occupy approximately 1,227 acres of land. Within these two zones numerous vacant lots are visible throughout the entire District.

EXISTING ZONING / LAND USE MATRIX ~ SOUTHEAST DISTRICT

EXISTING ZONING			EXISTING LAND USE									
ZONE CLASSIFICATION	% of CMNTY.		RESIDENTIAL		COMMERCIAL		INDUSTRIAL		RECREATION		INST. & OTHER	
		G.A.*	% of CMNTY.	G.A.*	% of CMNTY.	G.A.*	% of CMNTY.	G.A.*	% of CMNTY.	G.A.*	% of CMNTY.	G.A.*
R1 SINGLE FAMILY D.U.	6.3	590.4	9.1	578.5					11.6	8.4	0.4	3.5
R2 TWO FAMILY D.U.	17.4	1,648.3	25.3	1607.3	0.9	8.2			8.8	6.4	2.9	26.4
R3 MULTIPLE D.U.	35.9	3,389.8	47.5	3,016.9	2.7	23.7	0.5	6.7	46.8	33.9	34.4	308.6
R4 MULTIPLE D.U.	5.5	516.4	5.9	371.7	2.3	19.6	0.1	1.0	1.7	1.2	13.7	122.9
TOTALS	65.1	6,144.9	87.8	5,574.4	5.9	51.5	0.7	7.7	68.9	49.9	51.4	461.4
CR LIMITED COMMERCIAL	0.0	2.5	0.0	.5	0.2	2.0						
C1 LIMITED COMMERCIAL	0.1	5.1	0.0	1.6	0.4	3.5						
C2 COMMERCIAL	14.4	1,357.5	8.7	551.1	65.3	567.4	2.0	25.7	24.7	17.9	21.8	195.4
C4 COMMERCIAL	0.2	16.9	0.1	6.9	0.7	6.5					0.4	3.5
TOTALS	14.6	1,382.0	8.8	560.1	66.6	579.4	2.0	25.7	24.7	17.9	22.1	198.9
CM COMMERCIAL Mfg.	0.9	81.4	0.2	15.5	3.6	31.2	1.5	18.7			1.8	16.0
M1 LIMITED INDUSTRIAL	7.9	750.7	1.8	112.6	15.3	132.8	32.2	404.4	6.4	4.6	10.7	96.3
M2 LIGHT INDUSTRIAL	7.3	692.1	1.3	84.4	6.8	58.8	34.9	438.8			12.3	110.1
M3 HEAVY INDUSTRIAL	4.1	384.5	0.0	.8	0.7	6.2	28.8	362.2			1.7	15.3
TOTALS	20.2	1,908.7	3.4	213.3	26.3	229.0	97.3	1,224.1	6.4	4.6	26.5	237.7
P PARKING OTHER TYPES	0.1	10.8	0.0	1.1	1.2	9.5	0.0	.2				
TOTALS	100.0	9,446.4	67.2	6,348.9	9.2	869.4	13.3	1,257.7	.7	72.4	9.5	898.0

* G.A. = GROSS ACRES

E. EXISTING PROGRAMS

CITY DEMONSTRATION AGENCY - MODEL CITIES PROGRAM

The City Demonstration Agency is responsible for operating the Model Cities Program.

The Greater Watts Model Neighborhood Program is located within the boundaries of the Southeast District Plan and it includes all of the communities of Green Meadows and Watts, an area of 8.7 square miles.

The Model Cities Program is designed to concentrate public and private resources in a comprehensive five-year program to upgrade the total environment of blighted neighborhoods and to significantly improve the lives of its residents. Accordingly, it requires a coordinated effort of all relevant agencies, and emphasizes the need for "meaningful citizen participation".

COMMUNITY REDEVELOPMENT AGENCY

The Los Angeles Community Redevelopment Agency (CRA) is involved in Watts Redevelopment Project. The Watts Project is a conventional urban renewal project which covers 107 acres, bounded on the north by Century Boulevard, on the east by Wilmington Avenue, on the south by 104th Street, and on the west by Success Avenue. The objectives of the Project are to eliminate and prevent the spread of blight and deterioration and to redevelop, rehabilitate, conserve, restore, and renew the project area. To date, CRA has constructed and sold 64 single family dwellings. Other parcels within the project area are planned for development of both single and multiple dwellings as well as a commercial shopping center.

PLANS FOR NEIGHBORING COMMUNITIES AND CITIES

Within the City of Los Angeles, the Southeast District is bounded on the north by the Central City Plan, adopted by the City Council; on the east by the North and East Central City Plan, under study; and on the west by the South Central District which has a preliminary plan.

The General Plan for Los Angeles County, a portion of which borders the Southeast District on the east and south, was adopted by the Board of Supervisors in June 1973.

The General Plan for the City of South Gate, which borders the Southeast District on the east was adopted in October 1971. The General Plan for the City of Vernon, which borders the Southeast District on the northeast, was adopted in May 1974.

A. ECONOMICS

EXISTING CONDITIONS AND ANALYSIS

Population Trends

The Southeast Plan Area experienced a 7% decline in population between 1960 and 1970 (from 200,913 to 186,100) as compared to a thirteen percent increase for the City. The expansion of industrial factories, a high crime rate, old and poor quality of the housing stock, as well as upward mobility of some residents are factors which contributed to the negative in-migration. The number and percentage of various age groups according to the 1970 Census are:

<u>AGE GROUP</u>	<u>TOTAL</u>	<u>% OF POPULATION</u>
0-17	77,341	42
18-64	93,277	50
65+	<u>15,482</u>	<u>8</u>
TOTAL	186,100	100

Composition of Population

The racial composition of Southeast is predominantly Black (88%) However, a transformation is underway in the northern segment of the Community. Ten percent of the residents in the District are Spanish; a significant portion live in the northern area. A housing shortage in the Spanish communities of East Los Angeles has created a spillover into other low income areas. There are some differences between the two groups, other than cultural, e.g. education. The Black residents have an average education attainment level of ten years, compared to eight years for the Spanish Americans.

Impacts of the Trends

The impact of a disproportionate number of school aged youth is two-fold:

1. The enrollment capacity of existing schools is above the school facilities demand for the area. In addition, the site sizes of the schools are several acres smaller than the standard size required by the Board of Education. The quality of education is seriously hampered by overcrowded conditions and inadequate facilities (see Education Section of this report).
2. A high percentage of teenagers leads to high seasonal unemployment rates. The implications are a high percentage of youth with deficient education, less job experience than the labor market demands and other sociological ills which eventually lead to deviant behavior. Thus, the inability of minority youths to participate in the labor force and become upwardly mobile continues for another generation.

II. The Human Element

Income Trends

Los Angeles has a greater percentage of families with income above \$15,000 than any city of comparable size, but it ranks fifth among the Nation's twenty largest cities for families living below the poverty level. The median family income for Southeast is \$5,577 per year, compared to \$10,535 for the City.

31.5 percent of the families and 29.8% of the elderly are living on incomes below the poverty level. The Citywide poverty level is 9.9%. Such data indicates the District is in a state of economic depression.

The following table indicates the source of income in the District as compared with the City as a whole. (Percentages total more than 100% because many families receive income from more than one source):

SOURCE OF INCOME	DISTRICT TOTAL%	BLACK%	SPAN%	CITY%
Public Assistance	34	35	20	10
Social Security or RR Retirement	20	19	19	18
Wage and Salary	76	75	82	86
Nonfarm Self employed	5	4	3	14
Farm Self employed	0	0	0	0
All Other	15	14	14	39

Source: The City of Los Angeles, Selected Social and Economic Characteristics of the Geographic Divisions (Selected Characteristics)
1970 Census

Occupational Profile

The mean labor force participation rate for the area is 51% as compared to 60.3% for the City. The occupational categories for Southeast labor force participants are as follows:

OCCUPATIONAL PROFILE	DISTRICT TOTAL%	BLACKS%	SPANISH%	CITY- WIDE%
Professional, Technical and Kindred	5	5	3	18
Management and Administra- tion Except Farm	2	2	2	9
Clerical and Kindred	16	17	9	22
Operative Except Transportation	23	21	43	12
Transportation Equip Operator	5	5	4	3
Labor Except Farm	18	8	6	4
Farmers and Farm Management	0	0	0	0
Service Workers Except Private Household	21	22	14	11
Private Household Worker	6	7	1	1
Sales Workers	3	3	3	8
Craftsman, Foreman and Kindred	11	10	15	11

Source: 1970 Census, Selected Characteristics

The occupational profile of the residents shows that 60% of the total labor force work within three categories: clerical, operative and service workers. Sixty percent of the Blacks and 66% of the Spanish labor force are employed in such occupations. The Citywide average is 52%. Black and Spanish citywide averages are both 56%.

There is a definite lack of minorities in the professional occupations. However the Southeast total is below the citywide minority figure i.e. 5% and 7.5%, respectively. Eighteen percent of the city's total population is employed in professional occupations.

The prevalence of viable industrial establishments indicates the probability of extensive employment opportunities for the area's residents. However, the percentage of Southeast's labor force employed in the local factories is extremely low.

Unemployment

The residents of Southeast confronted a 12.4% overall unemployment rate in 1970. (60% of the unemployed were males, 40% females.) One year later, the citywide average was 14.0% for Black males. "The rate of unemployment among minority groups in Los Angeles City is significantly higher than for Whites. Minority unemployment averaged 14% in 1971, third highest in the United States; White 9.5%. Unemployment rates among minority youth are even higher." (Report of Mayor Bradley's Ad Hoc Committee on Economic Development.) Unemployment for females and teenagers is estimated to be near 40.2%. Southeast's unemployment rate has a high probability of being near the citywide percentages for minority female unemployment. Lack of accessibility to jobs further aggravated the area's unemployment problem. Public transportation is particularly important to the residents due to low auto ownership (40.2% of the households lack autos). In general, the frequency of bus service and its routing is developed in a manner consistent with the outward shifts of industry and commercial employment opportunities. The new grid system does not address itself to this problem. Bus service is still confined to the immediate area.

EXPERIENCE OF UNEMPLOYED PERSONS	DISTRICT TOTAL%	BLACK%	SPANISH%	CITY- WIDE%
Professional, Technical and Management	4	4	5	20
Sales Workers	2	2	1	6
Clerical and Kindred	13	13	8	18
Craftsman, Foreman and Kindred	10	10	18	12
Operatives	34	34	36	22
Laborer Except Farm	11	11	15	6
Farm Worker	0	0	1	0
Service Worker Except Household Worker	19	20	6	12
Private Household Worker	4	4	4	1
Last Worked in 1959	4	4	6	2

Source: 1970 Census, Selected Characteristics.

Sixty-six percent of the unemployed persons have occupational skills in clerical, operative and service worker categories. Sixty percent of the employed work force have similar job experience.

More than 4,100 unemployed persons fall within the above categories. Such facts indicate there is an available labor pool within minutes of the Central Business District. Therefore, efforts should be made by tenants of the downtown office facilities to meet their Affirmative Action Plans by employing skilled Southeast residents.

ECONOMIC DEVELOPMENT

Development Trends

Economic self-sufficiency would be difficult for an area so small and overpopulated as Southeast. In order to improve the residents' standard of living, greater coordination with citywide development activities is needed.

The development of the Central City's CBD is of particular importance. Its close proximity to Southeast could provide an easily accessible labor market for the residents. Sixteen percent of the residents are employed in clerical and kindred occupations, as compared to 18% for the entire city. Therefore, a large concentrated labor pool for the Central Business District's office facilities is readily available.

In addition, the CBD's retail and wholesale establishments could provide quality merchandise at competitive prices. This is in direct contrast to the merchandise offered by the marginal commercial outlets located along Southeast's blighted strip commercial areas. In general, the development needs of the community are:

1. Attracting viable commercial and limited industrial establishments into the area.
2. Improve job placement centers with computerized employment search techniques.
3. More efficient use of land zoned for commercial and industrial use.
4. Greater utilization of Manpower Training Programs.

Conditions Prohibiting Development

Fluctuations and downward shifts in the economy seriously impede the mobility of minority groups. The impact is inordinately disproportional to the effects the economy has on Whites. Discrimination and lack of access to the labor markets are the primary contributors. Unemployment and underemployment among low income groups is the major cause of poverty and an unfavorable quality of life. The secondary effect of cyclical fluctuation is a significant degree of family instability as noted by the large

percentage of families with female heads of the household (36%). Low educational attainment is also linked to economic conditions.

The outward shift of industrial and commercial activities has created a situation whereby "the City's share of metropolitan labor market has declined in recent years...this trend suggests the City has lost a significant number of employers to its suburban areas, or that employment growth has been largely confined to suburban areas." (Mayor's Ad Hoc Committee on Economic Development, August 12, 1974). In a survey of 81 industries which recently relocated, 52% were previously housed in Los Angeles Central Zone I. Such conditions necessitate community action which will provide incentives for private development to remain in Southeast; create new job placement techniques; and increase utilization of manpower training programs to capture the local labor market.

Stimulus for Development - A significant proportion of the social problems and blighted conditions of the economically depressed area can be abated if private and public investments are made in accordance with a comprehensive economic development plan (or Gross Area Product Plan) for the community. Such efforts should concentrate along lines which would examine household income and expenditure patterns; product tastes; the residents' propensity to consume products offered by retail merchants; and the nature of businesses with the greatest potential to succeed.

An efficient method to carry out the recommendations of the comprehensive economic development plan is by greater utilization of the economic development corporation concept.

An Economic Development Corporation (EDC) with legal authority to implement tax increment projects, as well as encourage and negotiate private investment, should be the primary means by which a project of this magnitude is undertaken. In addition, a close working relationship with the proposed Community Development Department of the City is essential.

The EDC would serve as a liaison for:

1. Small businesses desiring bank loans and government procurement contracts.
2. Financial consultation.
3. Technical assistance services.
4. Research and development.
5. Provision of funding for new enterprises.
6. Working closely with the Community Redevelopment Agency in developing tax increment projects for industrial, commercial and residential uses.

The key to the EDC's effectiveness would be funding in amounts sufficient to undertake development on a scale large enough to have a definite impact on the area's economy.

The number of companies set up by the EDC should be limited to a few major companies, rather than numerous smaller operations. A large company employing as many as 100 persons is more beneficial to the community than twelve little firms employing approximately 30 to 40 individuals. The results would be a number of viable firms providing employment for the residents, and the eventual abatement of blighted conditions.

Housing Development Corporation (HDC) - In order to facilitate residential development, more effective utilization of Housing Corporations is paramount. The HDC's objectives would be to encourage development for new dwelling units and the rehabilitation of sub-standard dwelling units, as well as provisions for low-income families to obtain and retain adequate housing for rents and mortgage payments which they can afford. In addition, credit assistance counseling, housing and income maintenance programs and low interest loans should be provided (See Housing portion of this report).

MANPOWER DEVELOPMENT

The City Council has authorized the Mayor's Office of Urban Development, Manpower Planning Section, the responsibility of developing a citywide Comprehensive Manpower Plan (CMP). The Plan will provide those activities and services mandated by the Comprehensive Employment Training Act (CETA) to the City at large. The program mix of categories for training are on-the-job-training (OJT), classroom training and work experience.

The OJT programs are designed to provide actual work experience for each participant. Since the prospective employers will be from private industry the OJT employees' salaries will have 50% CETA funding and 50% funding from the clients. Classroom training entails lectures, assignments and Civil Service Examination training. Emphasis will be placed on those remedial skills necessary to pass examinations given for various entry level positions. The work experience programs are designed to provide employment opportunities through subsidized positions at public and non-profit companies. The overall objective is to involve individuals who have been unemployed for thirty days in either meaningful training programs or actual work environment in order to gain work experience.

Section 94.4 of the CETA Rules and Regulations states individuals who are economically disadvantaged are to be helped. Such persons are those who are: 1) receiving cash welfare payment, or 2) having a family income below the Office of Economic Opportunity poverty guidelines.

Long Term Labor Market Demands - Manpower training should undoubtedly be designed in such a way as to meet present and future labor market demands. A nationwide study conducted by the Los Angeles Manpower Department of Labor reports that high employment gains will occur in the services, professional, sales and clerical fields. By 1985 the demand

for professional, technical and related workers may increase by 50%. At present, there are approximately 8 million managers, officials and proprietors in the nation; a 30% increase is anticipated by 1985. The 14 million females presently employed in the clerical field nationwide may rise by almost 40% in the next 11 years. This group includes computer and office machine operators, secretaries and other office workers. Los Angeles appears to be subject to such trends.

Short Term Labor Market Demands - Economic conditions did not improve significantly during the first and second quarter of 1975. Labor market demands are very low. Job placement for individuals who have completed the Comprehensive Manpower Training Programs (CMP) will be difficult. Extra emphasis on job placement is definitely necessary in order to achieve some level of success in this area. All non-contracted training programs should secure commitments in occupations which have a high labor market demand. This will aid placement attempts. The proposed allocation of contracted services appears to have given considerations for which there is some chance for placing individuals trained through CETA programs as:

1. Secretary/Stenographer
2. Bookkeeper/Bookkeeping Machine Operator
3. Payroll Clerk
4. Bank Tellers
5. Waiter/Waitress/Cook
6. Machinist
7. Tool and Die Maker
8. Lathe, Miller and Punch Machine Set Up Operator
9. Radio/T. V. Repair
10. Diesel Mechanic
11. Bus Drivers

The present labor market demands are highly volatile due to the current recession. Review of the national and state economic forecast while developing a Comprehensive Manpower Plan is essential. The CMP has based its forecast on some major assumptions:

1. Government spending will be restrained with no major new programs or tax rate changes.
2. Monetary policy will become more stimulative causing interest rates to decline throughout fiscal year 1975.
3. Consumers will continue to be reticent about spending.
4. No new national policy of wage and price restraints will be imposed.

Gaps - A major gap in the traditional CMP's is the lack of training for promotional or second level jobs. They concentrate on entry level, low skilled positions. Retraining or advanced training for persons with low skills, and all who seek promotions should receive consideration. In a long-run situation, the vacancy created by a promotion of a low skilled employee will provide a job opportunity for an unemployed person. Therefore, efforts to increase efficiency, productivity and the

marketability of presently employed low skilled individuals should be made.

Need for Computerized Job Placement Centers

The typical channels of labor market information are through friends, neighbors and direct application at the place of employment. But where neighbors themselves are unemployed and the employers are dispersed over a broad area far from the job-seeker's residence, the aforementioned techniques of search are not likely to be fruitful. All too often, many jobs that are available can only be identified through information channels not generally operative in the central portion of the City.

A system which stores available employment opportunities would provide a more comprehensive and efficient method for locating jobs, than presently exists. The necessity for this system is apparent. Unless decisive steps are taken to attract prospective employers into Southeast, the area's labor force will remain totally dependent on the outlying communities for employment. Thus, the future demand for a computerized job search system may double the present need for such a system.

SENIOR CITIZENS

Los Angeles' greatest minority group--its senior citizens--share one of its greatest problems, loneliness. Regardless of race, color or religion, loneliness cuts across all boundaries and is one of the defeating products of forced isolation.

The Los Angeles County Department of Senior Citizens Affairs began a project in June, 1971, through the cooperation of television station KTTV, and appealed to teenagers as the greatest resource of enthusiasm, idealism and energy. They were encouraged to call the Department and "adopt a grandparent."

The response was spontaneous and overwhelming. Many new dimensions developed. Men and women of all ages and often entire families wanted to "adopt grandparents." Girl Scout troops, Campfire Girls, the Red Cross and other agencies have adopted Nursing Homes. Local recreation departments and individuals have volunteered to help coordinate the project in their cities and communities.

The purpose clearly became twofold in that the senior citizen was given actual physical help, companionship and the knowledge that someone cared. Younger people were given a sense of personal fulfillment in literally helping another human being.

The problem of older citizens appears to center around two major considerations: the first relates to obtaining adequate material necessities of life and the second to philosophical and social concerns. For a large number of senior citizens, poverty is a way of life; the elderly poor have almost always been poor or near-poor and this history has often left them with weak social roles, individual status and economic security.

Older workers are often discriminated against in the job market. The limited incomes of retired persons are often insufficient to meet the cost of basic necessities let alone the demands of spiraling inflation. Senior citizens often find themselves dependent on inadequate transportation, or having to live in housing that is too expensive for their budgets and/or inappropriate to their physical and social needs. Their medical needs are greater than other age groups and the costs of health care are affected by inflation as much as other goods and services. For these people the "golden years" are typically survival contests.

For other elderly citizens, those that are economically secure, life is less grim. Their concerns tend to be more philosophically and socially oriented. Finished with their major social roles - child rearing and career development - these elderly must define status and social roles from new vantage points. For them the questions of meaningful activity, involvement with their communities and use of their leisure time are primary.

In recent years, public and private activity have grown on behalf of senior citizens. Gerontological research and activity have been greatly expanded, particularly in regard to the development of services to the elderly poor and near-poor.

SUMMARY AND RECOMMENDATIONS

The Southeast District is an economically depressed area. In addition, considerable blight exists. In order to alleviate such conditions, the following steps must be taken:

1. Attraction of viable commercial and limited industrial establishments into the area.
2. Improvement of job placement centers with computerized employment search equipment.
3. More efficient use of commercial and industrial zoned land.
4. Greater utilization of Manpower Training programs.
5. Creation of a viable Economic Development Corporation.
6. Creation of a viable Housing Development Corporation.

B. EDUCATION

INTRODUCTION

Education is a process beginning in early childhood and continuing on through the formal school system into adult life. Success of students in the formal school system can be measured by achievement tests and, to a lesser extent, by the high school drop-out rate.

Education involves many socio-economic factors whose interrelationships are not easily discernible. There is, however, a strong correlation between high minority enrollment, a large percentage of students from low-income families, and low achievement scores.

The evaluation of median scores from the 1973 State of California achievement tests, given to all 6th and 12th grade public school children in the Los Angeles School District, indicates that the students in the Southeast Plan area schools are performing, on the average, at a level lower than students in any area in the City of Los Angeles.

For many students, this low performance syndrome continues throughout their school years and contributes to behavioral problems, frustration, dissatisfaction and eventual dropping out.

Many programs designed to improve the educational environment are being implemented within the District's schools. Several educators have indicated that many of these programs have proven beneficial and are being expanded, while others are to be improved.

Unfortunately, problems such as low achievement, high dropout rates, and low educational attainment levels cannot be solved by the educational system alone. Contributing external factors such as unemployment, improper home and social environment and poor health and safety must be resolved before significant educational progress can be made.

EDUCATIONAL PROFILE

Enrollment:

There are 46,920 students enrolled in public and parochial schools within the Southeast Plan area. Student enrollment in the District's elementary schools is 27,346 while 19,574 students are enrolled in the district's secondary schools.

Facilities:

Elementary school sites within the District vary in size from 2.5 to 7.6 acres with the average being 4.9 acres. These sites are much too small, according to general school standards, to adequately serve the student enrollment (see Table 1).

Pre-school Education:

There are approximately 21,500 children of pre-school age that live in the plan area. Approximately 2,400 of these children are attending pre-school facilities provided by the Greater Los Angeles Community Action Agency (GLACAA) which funds 27 Headstart sites and the Los Angeles Unified School District which operates thirteen children centers in the District. Several private facilities throughout the plan area provide additional pre-school education to an undetermined number of children. These pre-school facilities are insufficient to serve the children of pre-school age that live in the plan area. As a result, there are increasingly large numbers of children entering the school system who are unprepared to meet the demands of the formal educational system.

Elementary Education:

In the District's elementary schools, the degree of widespread underachievement, particularly when compared to City (schools with 50% or less minority students) and national averages, is particularly disturbing. The 1973 test results (see Table 2) show that all 31 elementary schools in the District were performing at a level considerably below the City average and far below the average of City schools that have 50% or less minority students. For the Plan area as a whole, the adverse school environment and poor student performance perpetuate the cycle of low educational attainment by passing on a pattern of increasing deficiencies from one learning stage to another.

TABLE 1

PUBLIC SCHOOL PLAN STANDARDS AND EXISTING SCHOOL SIZES

<u>SCHOOL</u>	<u>SITE SIZE (ACRES)</u>		<u>NO. OF STUDENTS</u>	
	<u>STANDARD</u>	<u>ACTUAL (AVG.)</u>	<u>STANDARD</u>	<u>ACTUAL (AVG.)</u>
Elementary	7	5	450-1200	856
Junior High	20	14	1600-2400	1,977
Senior High	30	22	2500-3000	2,347

Poor school performance to some extent is also caused by absenteeism. Attendance rates of children from low income families are lower than the City average and are perhaps attributable to undernourishment and poor health.

Secondary Schools:

In secondary schools serving the district, transiency and attrition rates are among the highest in the City. There is also a continuation of low performance test results.

Inadequate preparation for employment and educational advancement can have far reaching affects on an individual. Completion of high school is necessary for a student to attend college or to obtain a job with prospects for a decent salary and advancement. Generally, individuals who have less than satisfactory educational attainment add to existing personal and societal frustration, despair, and hostility.

Adult Education:

There are several adult education facilities located in the Southeast Plan area. Fremont, Jefferson, Jordan Community Adult Schools and the Watts Skill Center operated by the L.A. Unified School District, offer a variety of classes to the adult community. These classes range from those with an educational enrichment orientation to programs leading to a high school diploma or completion of a vocational curriculum.

Private and Parochial Schools:

Private and parochial schools located within the plan area have a total enrollment of 1,100 students (800 elementary and 300 secondary students). Since federal law requires the local public education agency to provide compensatory educational services designed to meet the special needs of disadvantaged children residing in the district and attending non-public schools, several non-public schools in the plan area are receiving the benefits of ESEA Title I funding.

Existing Programs:

The Elementary and Secondary Education Act (Title I) is the major Federal program for support of Los Angeles schools. Jointly sponsored by the Department of Health, Education and Welfare (HEW) and the California Board of Education, the program is intended to expand and improve educational programs to meet the special needs of educationally disadvantaged children in low income areas. The ESEA Title I pre-kindergarten program is intended to prepare children for formal schooling. An adult education program under ESEA Title III provides for adult education in the Los Angeles City Schools and the Los Angeles Community Colleges.

The California State Department of Education and the Los Angeles County Department of Public Services sponsor the Miller-Unruh Basic Reading Program which provides remedial reading classes to first, second and third grade students.

The Los Angeles Unified School District provides a variety of programs which includes reading, counseling, second language, parent education, and special training.

Most of the above-mentioned programs are included in the Unified School District's Compensatory Education Project. All schools in the Southeast District Plan area are involved in this Project.

A brief summary of these programs, which are designed to meet the needs of each individual school, is included below:

1. Reading and Language Arts

Learning and reading difficulties are diagnosed, and an instructional program is prescribed and implemented for the individual student.

2. Mathematics Program

The program emphasizes individualized instruction while dealing with all aspects of mathematics.

3. Miller-Unruh Reading Program

This program is used to improve the overall reading skills of first, second and third graders who are in acute need of preventive and/or corrective help.

4. Auxiliary Services

The Auxiliary Services are those supportive activities necessary for the success of the overall program. These services include: Counseling and Psychological Services, Health Services and Pupil Services and Attendance.

5. Parent Involvement

This program encourages parent participation in the planning, implementation and evaluation of the Compensatory Education Project through parent involvement groups known as Citizens Advisory Committees.

6. Staff Development

This program provides mandatory in-service training for all personnel who have contact with project children or who work on the project.

7. Supplementary Components

A. Early Childhood Education

This pre-kindergarten program stresses the strengthening of the child's self-image and seeks to maximize the child's experiences in language, mathematics, science and social science.

B. Non-Public Schools

The Non-Public Schools Program is designed to provide for the special needs of children who attend non-public schools located within the geographic boundaries of the Los Angeles Unified School District.

C. English for Speakers of Other Language (ESOL)

The ESOL Program offers an integrated program of instruction to non-English, limited English and non-standard dialect speakers.

D. Follow The Child Program

This program involves approximately 1,200 pupils in 42 elementary schools. It is designed to facilitate school integration through the use of Title I funds.

SOUTHEAST DISTRICT

Comparative Education and Family Income Indicators

Schools	Census Tract	*1973 Reading Test Scores	% Minority Students	Transciency Rate %	% Fami- lies Below Poverty Level
<u>Elementary</u>					
Ascot	2287	14	100	46	33
Compton	2425	13	100	36	27
49th St.	2293	9	100	50	33
Grape	2431	7	100	47	50
Holmes	2288	15	100	34	41
Hooper	2287	11	99	54	33
Main	2293	11	100	58	33
McKinley	2395	14	100	45	24
Nevin	2265	10	100	53	29
99th St.	2399	11	100	52	29
92nd St.	2422	8	100	47	39
97th St.	2405	19	100	65	28
96th St.	2423	13	100	59	45
93rd St.	2401	10	99	59	31
118th St.	2414	15	100	61	28
111th St.	2427	8	100	40	33
109th St.	2409	8	100	67	33
102nd St.	2421	10	100	48	78
107th St.	2411	14	100	49	24
116th St.	2416	17	100	64	19
112th St.	2425	8	100	46	27
San Pedro	2263	15	100	54	-
75th St.	2396	15	100	40	32
66th St.	2392	11	100	56	24
South Park	2398	15	100	57	22
Trinity	2284	13	100	55	30
20th St.	2264	17	100	59	38
28th St.	2267	13	100	47	28
Wadsworth	2283	13	100	54	37
Weigand	2429	8	100	54	31
W. Vernon	2318	13	100	59	25
<u>Junior High</u>					
Adams	2246	-	99	-	32
Bethune	2393	-	100	-	29
Carver	2286	-	100	-	27
Gompers	2411	-	100	-	24
Markham	2426	-	100	-	58

Con't

Schools	Census Tract	*1973 Reading Test Scores	% Minority Students	Transciency Rate %	% Fami- lies Below Poverty Level
<u>Senior High</u>					
Fremont	2395	12	100	75	24
Jefferson	2282	13	100	64	34
Jordan	2421	16	100	63	78
Locke	2411	10	100	71	24
City Avg. (Elemen- tary School)		33			10 (City Avg.)
City Avg. (Elemen- tary) Schools with less than 50% Minority Student		45			10 (City Avg.)

* Median Percentile Score

Southeast Los Angeles District
Public Schools

<u>Elementary</u>	<u>1971-72 Enrollment</u>	<u>1973-74 Enrollment</u>	<u>Acres</u>
Ascot	963	840	4.1
Compton Ave.	612	504	4.1
Grape St.	918	936	4.9
Holmes Ave.	814	637	2.5
Hooper Ave.	1,517	1,154	5.4
Main St.	1,178	1,219	5.1
McKinley	994	844	4.2
Nevin Ave.	543	430	3.3
San Pedro St.	690	639	3.0
South Park	1,281	1,053	6.0
Trinity St.	1,093	945	4.1
Wadsworth Ave.	1,137	1,014	5.5
Weigand Ave.	622	401	4.6
West Vernon Ave.	987	854	3.6
20th St.	485	479	3.3
28th St.	1,117	1,010	4.3
49th St.	1,055	844	5.7
66th St.	1,225	1,035	8.5
75th St.	1,713	1,336	5.8
92nd St.	1,100	810	6.1
93rd St.	1,419	1,131	6.4
96th St.	916	626	6.0
97th St.	1,341	1,247	7.0
99th St.	825	599	5.4
102nd St.	1,328	1,143	5.0
107th St.	1,393	1,248	5.8
109th St.	561	360	3.3
111th St.	1,105	1,009	7.6
112th St.	1,006	903	6.3
116th St.	757	584	3.3
118th St.	1,064	702	4.5
Total Elementary	31,759	26,546	154.7

	1971-72		1973-74
31 Elementary Schools	1,024	Average Enrollment	856
	5	Average Acreage	5

Con't

<u>Junior High</u>	<u>1971-72</u> <u>Enrollment</u>	<u>1973-74</u> <u>Enrollment</u>	<u>Acres</u>
John Adams	1,555	1,850	6.4
Mary McLeod Bethune	1,994	2,065	15.2
George W. Carver	2,001	1,826	12.0
Samuel Gompers	2,328	1,952	16.1
Edwin Markham	1,637	2,191	20.4
Total Junior High	9,515	9,884	70.1

5 Junior High Schools

	<u>1971-72</u>		<u>1973-74</u>
	1,903	Average Enrollment	1,977
	14.0	Average Acreage	14.0
<u>Senior High</u>			
John C. Fremont	2,982	3,077	24.5
Thomas Jefferson	1,739	1,972	18.4
David Starr Jordan	1,860	1,769	19.1
Alain Leroy Locke	2,671	2,572	25.3
Total Senior High	9,252	9,390	87.1

4 Senior High Schools

	<u>1971-72</u>		<u>1973-74</u>
	2,313	Average Enrollment	2,347
	21.7	Average Acreage	21.7

C. HEALTH

Despite the relatively high standards of American society, there is a glaring disproportion between the health care available to those with high incomes versus those with low incomes. In almost every instance, reports on infant mortality, chronic illness, premature birth, tuberculosis and quality of medical treatment received, demonstrate a direct relationship between socio-economic level and health level.

Good medical care is expensive and is usually available only to those who can afford it. The economic disadvantages of the poor are aggravated by the poor themselves; knowing less about health and health services and care, they adapt to their circumstances and tend to underutilize those health services available to them.

Coupled with the need for improved services and access to limited services, there exists a critical need for health education directed towards changing existing attitudes about health services.

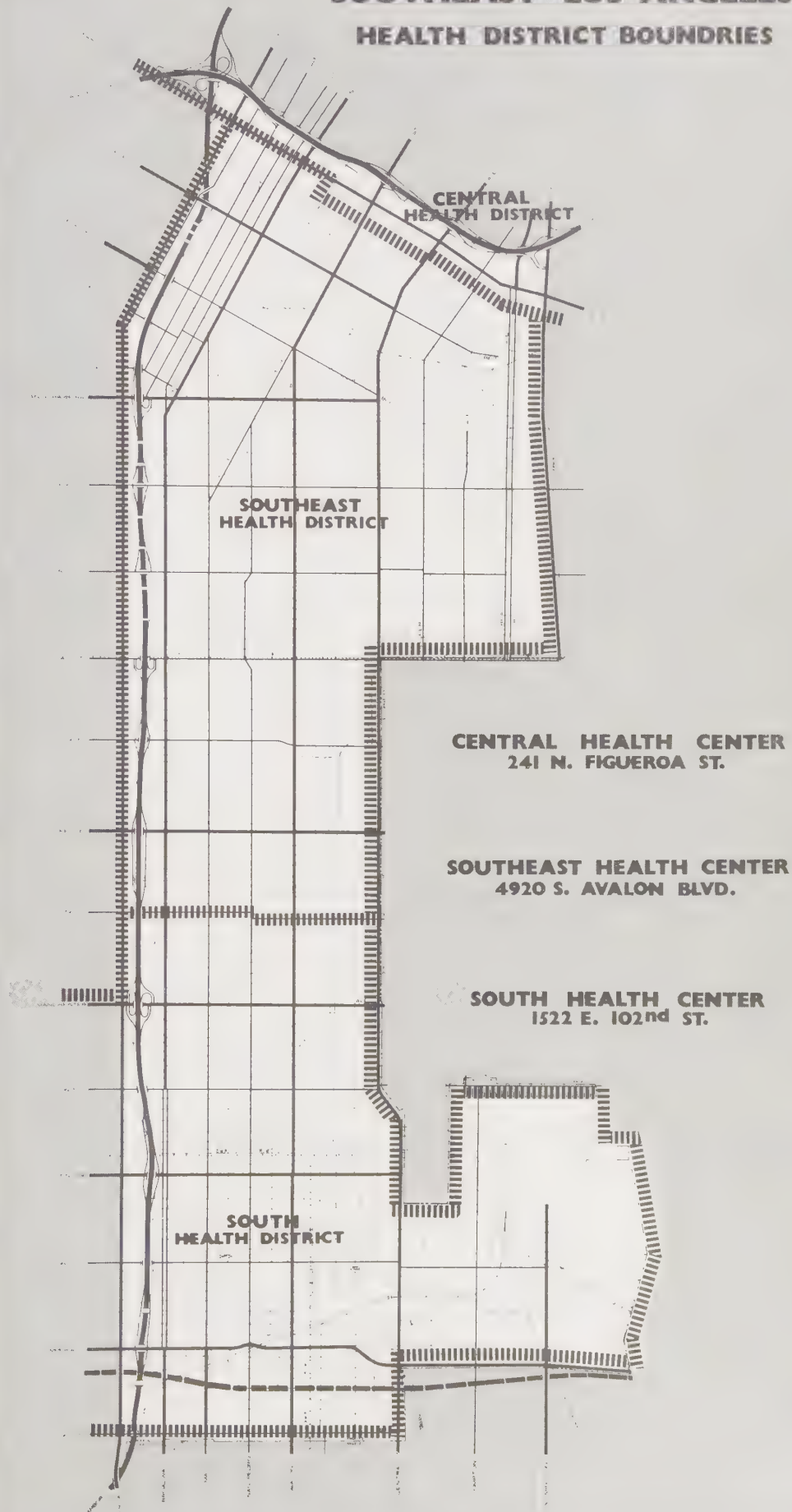
The Southeast Planning District is serviced by three of the County's general hospitals; LAC-USC Medical Center, Martin Luther King Jr. General Hospital, and John Wesley Hospital. It is also serviced by three of the County's Health Districts. They are the Central District serviced by the Central Health Center; the Southeast District serviced by the Southeast Health Center and the El Santo Nino (limited pediatrics service only); and the South District serviced by the South Health Center, Florence-Firestone subcenter, and Firestone-Central Avenue Center.

The South and Southeast Health Districts cover approximately 95% of the Southeast Planning District. The Central Health District covers that small portion north of Washington Boulevard and 20th Street to the Santa Monica Freeway. Therefore, problems in health that arise in the South and Southeast Health Districts were considered to be characteristic of the Southeast Planning District.

The following are a few significant vital statistics and morbidity rates, several of which indicate serious health and social problems.

SOUTHEAST LOS ANGELES

HEALTH DISTRICT BOUNDRIES



Vital Statistics	Southeast Health District	South Health District	Southeast Health Region	L. A. County
Birth*	24.6	22.0	21.2	15.7
Death (total)*	13.9	9.0	9.3	9.0
Infant Mortality**	19.1	27.6	18.6	15.0
Fetal Mortality**	17.4	16.6	13.4	11.3
Illegitimate birth**	472.0	542.4	315.1	172.2
Gonorrhea***	1,959.1	1,844.1	906.9	449.3
Syphilis***	500.7	329.1	199.0	107.7
Hepatitis***	52.9	44.4	45.8	48.8
Shigellosis***	31.5	28.8	25.1	16.5
T.B. cases***	69.2	51.4	31.7	19.7

* rate per 1,000 population

** rate per 1,000 live births

*** rate per 100,000 population

Source: Los Angeles County Department of Health Services, 1973

PROBLEMS IN HEALTH

Emergency Health Care

1. Poor consumer knowledge of emergency health measures - what to do in case of a medical emergency, first aid - who to call - where to go, etc.
2. The uneven quality of emergency care given at different facilities due to inadequately staffed and equipped emergency rooms.
3. There is a need for a close 24-hour emergency service.
4. Due to the language barrier, there is tremendous difficulty in emergency medical aid and dissemination of emergency health information in the Spanish and Asian communities.
5. There is a considerable amount of patient transfer among facilities for non-medical reasons (financial or social) without due consideration given to the patient's condition.

Community Preventive Health

1. There is a need for additional health service information programs to educate the public on preventive medicine, nutrition, and to motivate community people to use both existing and new health services.

2. There are not enough classes and relevant information in secondary schools on sex education, venereal disease and drug abuse. These classes should be expanded and taught by a physician.
3. There is a need for a referral system for examination and/or care of apparently ill school children.

Environmental Health

1. There is a rapid deterioration of occupied housing due to overcrowding, inadequate upkeep, an increase in the number of tenant abuses to property, and incidents of absentee landlords.
2. The threat of a vicious dog, especially to children, and dog bites are problems. Stray and loose dogs create a problem by overturning refuse containers and scattering trash on collection day.
3. Many vacant lots and unimproved alleys are used for dumping of waste and are congested with weeds. There are a number of abandoned vehicles on private and public property.

Substance Abuse

1. Alcoholism and drug abuse are currently being treated as criminal, rather than medical, problems. This presents special difficulties relative to problem solution.
2. Poverty, a large concentration of racial minorities and unstable transient communities compound problems of alcoholism. Inadequate direct and indirect alcoholism services, the unavailability of these services, and the attitude of law enforcement agencies and society in general all act as barriers to effective alcoholism treatment services.
3. There is an insufficient number of detoxification beds and follow-up treatment programs for narcotic patients such as the heroin addict and the barbituate and amphetamine abusers along with few employment opportunities, and few job training opportunities.
4. There is a high percentage of alcohol and other drug users. These patients require a variety of services in prevention, detection, treatment, detoxification, hospitalization, and curative services. Some of these services are currently being offered at different locations but not at a level which meets the high, ever-rising patient demands.
5. Other than hot lines, there is a lack of an effective means of identifying and directing drug abusers to proper services for care and assistance.

Mental Health

1. There is a need for alternatives to the hospitalization of mentally ill or emotionally disturbed persons.
2. There is need for comprehensive child and family mental health service programs, adequate staff for existing programs and an outreach program to discover older people who may need psychiatric help.
3. The general public lacks adequate knowledge about mental health care and opportunities for consultations.

Problems of Dental Health

1. There is generally a deficiency of dental health care and the use of dental prevention techniques.

Maternal Health

1. In 1973 the Southeast and South Health Districts were among the highest reporting neonatal death rates. They also were among the highest reporting fetal death rates of 17.4 and 16.6 (per 1,000) live births, respectively.
2. The major medical problems of pregnant women are anemia, toxemia, poor nutrition and general insufficient prenatal care. Other problems are diabetes and hematological diseases.
3. There is a high percentage of premature births and complications during pregnancy and delivery.

Adolescent and Child Health

1. There is a need for educational programs for young expectant parents and well-baby clinics (birth to age six years).
2. There is a need for additional child and adolescent mental health programs.
3. There is a need for greater child health and guidance services and child care services.

Acute Care

1. There is a maldistribution of physicians in poverty areas especially in general and family practice.
2. There is a need for more comprehensive family health care centers with provision for bilingual personnel.
3. There is a need to provide consumer groups with assistance in making their health needs known and understood by those who make the decisions affecting the service they are to receive.

4. There is a need for efficient and direct free transportation service to bring persons to and from health care facilities, with priority to emergency situations, senior citizens or disabled persons.
5. There is a general need to increase the health care system at all levels.

Because of these problems, improved services and access to these services are not enough to alleviate health care inefficiencies. What is needed in conjunction with expanded health facilities is a health education campaign directed towards changing existing attitudes about health service.

EXISTING PROGRAMS

The following is a list of clinics provided by the Community Health Services Clinics through the South and Southeast Health Centers, Los Angeles County Health Department. The South Health Center is located at 1522 East 102nd Street, phone 564-6801. Two subcenters in the South Health District operate under Model Neighborhood Areas (MNA): Florence-Firestone Subcenter, 8019 Compton, phone 583-9031 providing many of the same services as the South Health Center and Firestone-Central, 7900 South Central Avenue, phone 583-6395, limited only to drug treatments. The Southeast Health Center is located at 4920 South Avalon Boulevard, phone 231-2161, and will move to new facilities at Slauson Avenue and Main Street.

The above mentioned health centers provide walk-in services in the Ambulatory, T.B., and Venereal Disease Clinics on a daily basis. All other clinics are by appointment only and may be made by calling the individual health center, as to type of clinics, days, and hours of operation.

Alcoholic Rehabilitation Clinics

The Alcoholic Rehabilitation Clinic provides a variety of information and treatment services to persons with a drinking problem. Patients are referred to the Central-Health Center or the County facilities of LAC-USC Medical Center or Harbor General Hospital. Patients may also be referred to facilities under special federal funded programs for treatment.

Ambulatory Care Clinics or Health Officer Clinic

The clinics provide diagnostic treatment and referral services to patients with upper respiratory infections, general medical problems and minor treatments not requiring sutures.

Audiometric Clinic

Suspected hard of hearing cases are referred to this clinic. Pre-school children are also tested. Patients with diagnosed hearing loss are referred to public or private medical care services for further examination and treatment.

Cervical Dysplasia Clinic

A special follow-up service for referral patients which includes testing and analysis with patients having gross positive findings referred to LAC-USC Medical Center.

Dental Clinics

The dental program provides corrective dental services as well as preventive care and education. This program is limited to age and need. Emergency treatment is available to prenatal clinic patients.

Dental Hygienist Clinic

As part of the patient's preventive dental care, dental hygienists administer prophylaxis and fluoride treatments.

Drug Treatment

Family, social, group, individual, and employment counselling is given to all methadone or darvon patients once a week.

Methadone Administration

This is strictly a methadone dispensing clinic.

Family Planning Clinic

This clinic offers demonstrations and bilingual films followed by discussions on the various available contraceptive methods which allow patients a choice. Services include medical history, physical examinations, Pap smears, use of contraceptive devices, and medication.

Immunization Clinics

Immunization against all of the common communicable diseases are offered. Mass immunization is given to risk groups from anticipated epidemics.

Mental Retardation Clinic

The MRC is a special service to establish or rule out existence of mental retardation in children from birth to the sixth year. If the patient's medical and social needs require it, referral or placement for outside care is arranged.

Pediatrics Education Clinic (Maternal and Infant Care Project - MIC)

The clinic is available only to the mothers of high-risk MIC infants. Classes on different pediatric subjects are conducted by a nutritionist, community worker, clinic nurse, and a public health nurse.

Pediatrics Doctor Clinic

Mainly sick children from birth to 12 years of age are seen by the doctor. The same type of services offered in a private pediatrician's office are given: weight, height measurement, development and training problems, immunization, counseling the parents on the child's nutrition, and Mantoux and PKU test, by appointment only. Pediatrics Nurse Practitioner Clinic is mainly for well children and children previously seen by a doctor. Nurse consults with the physician on problem cases before administering treatment.

Prenatal Clinic and Prenatal Doctor Clinic

A prenatal and, as needed, postpartum service for eligible women including a general history, physical examination, laboratory test and health supervision by a physician. Counseling is offered by public health nurses on hygiene, nutrition, preparation for labor and infant care.

Prenatal Nurse Practitioner Clinic

After a physician makes an initial examination, he refers patients who follow a normal course of pregnancy to a Nurse Practitioner for continued care.

Prenatal Intake Clinic

Potential prenatal patients are introduced to the service at an intake clinic where histories are checked, lab work initiated, and scheduled for regular prenatal services.

Prenatal High Risk Patients Clinic

This clinic is offered only in the Southeast Health District for patients meeting one or more of the high risk criteria specified by the Department of Obstetrics and Gynecology, Martin Luther King, Jr. General Hospital.

Senior Citizens Clinic

Senior citizens are provided most of their needs in the Ambulatory Care Clinic.

Tuberculosis Clinic

Patients with positive Mantoux test results are seen in this clinic for physical examination, X-ray and laboratory examination to determine medication and treatment regimen. Arrangement may also be made for sanitarium placement or referral to other clinics. Diagnostic evaluations of patients with other suspected chest diseases are also provided.

Tuberculosis Chemotherapy Clinic

Patients showing some improvement, or with a stabilized condition, are seen by a nurse for medication and x-ray once every three months during the treatment period of two years.

Tuberculosis Nurse Practitioner Clinic

Positive Mantoux reactors from the school-tested children and patients from other TB clinics returning for preventive treatment are seen in this clinic for one year.

Venereal Disease Clinic

Diagnosis, treatment, and case investigation. Appropriate laboratory procedures include smears and cultures for gonorrhea, and blood and spinal fluid test for syphilis, consultation in problem cases.

Vision Screening Clinic

A screening and referral clinic. Diagnostic examinations are administered to determine vision problems of preschool children and adults referred from other clinics with referral of cases needing treatment.

Women's Clinic

A screening, referral, and treatment clinic for gynecology patients. Pregnancy tests to rule out or confirm pregnancy are given. Counseling regarding pregnancy or abortion is available.

X-Ray Clinic

Provides X-ray services for persons with verified positive Mantoux reactions.

Other services provided include: Public Health Investigation - protects the public through the enforcement of regulations involving locating, interviewing and bringing to treatment those persons infected by a communicable disease.

Public Health Education - provides health information to groups and individuals throughout the community.

Environmental Services - service by sanitarians is available to aid in problems of environmental management covering housing inspections and routine inspection of all food service establishments as required by State and County regulations and consumer protection.

Mental Health - primary service involves treatment by a specialist in individual or group therapy and staff consultation.

The Central City Community Health Facility, a nonprofit organization, located in the Gilbert W. Lindsay Community Center, 4211 South Avalon Boulevard, also provides services in regard to mental health. This facility, besides providing treatment and consultation, provides special services in job referrals and counseling, listing of housing facilities, social security information, nutrition and budgeting, recreation, and other community services.

Emergency ambulance service is provided by the Fire Department from one of the five rescue ambulances located in the District. There are six existing fire stations in the District with five providing rescue ambulance services and one with a para-medical unit. Adjoining fire stations with rescue ambulances provide additional support. Emergency hospital care is provided by one of the contract hospitals under the Emergency Aid Program. Hospitals participating are Las Campas Hospital, St. Francis Hospital of Lynwood, Morningside Hospital, and the County Health facilities of LAC-USC Medical Center and Martin Luther King Jr. General Hospital.

Many of the health problems that exist in the Southeast Area can be reduced through the provision of free medical care conveniently located and open on days and hours suited to community needs. The major reason why such a convenient and comprehensive network of public health services is non-existent is the lack of money to implement programs at the scale required. The City should assist in the funding of these services wherever feasible, for the health of the Southeast residents is vital in efforts toward total community improvement.

D. HOUSING

Population Characteristics

The following statistics relating to the population characteristics of the Southeast District were obtained from the "Proposed Housing Element for the City of Los Angeles", using the data from the 1970 Census. *

1. <u>Ethnic Population</u>	<u>District</u>	<u>Citywide</u>
a. Count of all persons	186,100	2,815,238
b. % White	3.0%	60.0%
c. % Black	86.4%	17.2%
d. % Spanish	9.6%	18.4%
e. % Other	1.0%	4.1%
2. Income		
a. Median Family Income	\$5,636	\$10,535
b. % Families in poverty	31.0%	9.9%
c. % 65+ years old in poverty	29.9%	18.2%
d. % Households with rent more than 25% of income	54.2%	46.0%
e. % Families receiving welfare	33.7%	9.9%
f. % Persons in poverty	35.8%	13.2%

*The housing data were taken from the second and fourth count of the 1970 U. S. Census. Therefore, the figures throughout the housing portion of this report may vary due to sampling characteristics.

Age, Type, and Condition of Existing Housing

The character and environment of a community is usually found within its borders. Single family dwelling units are generally desired by families with children, or older couples whose children have matured and left the household. In addition, one and two bedroom multi-family units are occupied by single families along with single persons who also rent single and utility apartments. All three types of housing are found within the Southeast Los Angeles area.

A large portion of the Southeast District contains a high concentration of older dwelling units with nearly half (28,790 or 48%) of the 59,768 occupied dwelling units built before 1940. Similarly, 32% of the dwelling units in the City were built during this period. A comparison of the District, with that of the City percentages indicates 50% more older housing in the District.

In accordance with the "Los Angeles City Proposed Housing Element", the following table identifies the types of dwelling units within the District:

Community	1 Unit De- tached	1 Unit Attached	2-4 Unit Struc- tures	5-9 Unit Struc- tures	10-19 Unit Struc- tures	20-49 Unit Struc- tures	50+ Unit Struc- tures	Mobil Home
Central	2, 914	416	1, 556	682	649	491	281	7
Avalon	12, 037	1, 210	6, 070	1, 654	1, 033	655	84	30
Green Meadows	17, 921	1, 116	4, 266	2, 007	1, 106	254	38	45
Watts	4, 785	437	1, 022	1, 718	169	37	52	0
TOTALS	37, 657	3, 179	12, 914	6, 061	2, 857	1, 237	455	82

GRAND TOTAL 64,442 units

Most of the existing apartment buildings, scattered throughout the area, were built within the last 15 or 20 years and are typical of postwar "garden apartments". These apartments have out-door hall plans, and few, if any, have swimming pools, recreational areas, or other such amenities. Additionally, there are apartments in the Plan area that are occupied by very large families, whereas, most of these structures were not designed for such occupancy. In general, the walls of these apartments are poorly soundproofed, the noise level is high and there are insufficient off-street parking facilities; consequently, a problem exists in many parts of the Plan area regarding this segment of the housing stock. The existing condition

of housing in the Plan area ranges from badly deteriorated to very good. Inasmuch as many of the units were built in the early 1900s, age is not a good indication of housing quality. The economic life of a unit can be extended nearly indefinitely with proper care and maintenance. However, a rapidly aging housing stock, where many owners do not keep high maintenance standards, will naturally present a serious obstacle to neighborhood conservation.

The following chart gives a breakdown of unit age in the District as compared to that of the City:

AGE OF OCCUPIED UNITS

	<u>SOUTHEAST</u>	<u>CITYWIDE</u>
TOTAL OCCUPIED UNITS	59,768	1,020,755
TOTAL VACANT UNITS	9,055 = 13%	49,825 = 5%
<u>Built Before 1940</u>		
Owner	10,598	123,670
Renter	<u>9,106</u>	<u>205,317</u>
Sub-Total	19,704	328,987
% of Total	32%	32%
<u>Built 1940-1960</u>		
Owner	7,852	222,679
Renter	<u>29,088</u>	<u>244,492</u>
Sub-Total	36,940	467,171
% of Total	63%	46%
<u>Built 1960-1970</u>		
Owner	596	67,848
Renter	<u>2,584</u>	<u>156,759</u>
Sub-Total	3,180	224,607
% of Total	5%	22%
Total Owner Occupied Units =	19,046	414,187
Total Renter Occupied Units =	40,778	606,568

Public Housing Projects

Within the boundaries of the City are fourteen public housing projects, most of which were built between 1942 and 1955. Six of these housing projects are located within the Southeast District and four of the six can be found in the Watts Community.

The following breakdown of each housing project's number of units, population, year built, and Community in which it is located was furnished by the Los Angeles City Housing Authority.

PUBLIC HOUSING

Name	No. Dwelling Units	Non- Rental Units	Population	Year Built	Community
1. Avalon Garden	163	(1)	487	1942	Green Meadows
2. Hacienda Village	183	(1)	539	1942	Watts
3. Imperial Courts	484	(5)	1,936	1954	Watts
4. Jordan Downs	687	(3)	3,093	1953	Watts
5. Nickerson Gardens	1,106	(4)	4,352	1955	Watts
6. Pueblo Del Rio	389	(1)		1942	Avalon
(Added)	269	(1)	2,459	1954	Avalon

TOTALS:

Avalon	658	(2)	2,459
Green Meadows	163	(1)	487
Watts	2,451	(13)	9,920

Total Not On Rent Roll -----(16)*

DISTRICT GRAND

TOTAL	3,326	12,866
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From the table above we find that 3,326 dwelling units in public housing equals 5.6 percent of total occupied housing, while 12,866 population equals 7 percent of total District population.

Most public housing is structurally sound and meets the needs of most occupants who are fortunate enough to gain residency. (However, according to the Los Angeles Housing Authority, there is a continuous list of about 2,500 families waiting for vacancies to occur).

*Not on rent roll because they have been merged with other units for larger families.

Housing within the four Communities of Central, Avalon, Green Meadows, and Watts totals 68,824 dwelling units which includes 9,055 vacant or boarded-up structures or 13.7% of the District.

The Central Community, by and large, is zoned for intensive commercial and industrial use; however, scattered single and two family structures have been built throughout the area regardless of zoning. Concomitantly, the same type of single and two-family structures are contained throughout the residential area which is zoned for multi-family purposes. For example, there are 2,877 parcels in the community, and 1,167 of these contain single family structures. Consequently, among single family structures, 41% are over zoned and incompatible with current zoning.

The Avalon Community is primarily a residential area zoned R-2 (two family units), R-3 (apartments), and R-4 (apartments), and does not include zoning for R-1 (single family dwelling units). However, more than 60% of the residential area contains single family dwelling units, in addition to also being dispersed throughout the commercial and industrial areas.

Housing Values and Rentals

The median value of homes in the Southeast District is approximately \$14,000 with about 64% of all units valued at less than \$20,000. (The exception to these values are the recently built 64 detached single family units in the Community Redevelopment Agency (CRA) Watts Project at a range between \$21,000 to \$24,000. Regular fair market value for these units ranges between 32,000 or \$37,000*). Thus in this District about 78% more homes fall within the "less than \$20,000" range than in the total City (22.4%). The median contract rent of apartment units at approximately \$73 is about 33% below the citywide median contract rent of \$107.

A composite of structures and rents paid throughout the District as compared to the City is as follows:

<u>Rentals:</u>	<u>District</u>	<u>%</u>	<u>Citywide</u>	<u>%</u>
Count of 1 unit structures with gross rent less than \$150	19,800	96.6	106,974	71.5
Count of 1 unit structures with gross rent more than \$150	688	3.4	42,693	28.5
Count of 2 unit structures with gross rent less than \$80	9,033	46.1	78,672	18.0
Count of 2 unit structures with gross rent more than \$80	10,559	53.9	364,576	82.0
Units with rent per income more than 25%	20,394	50.0	265,672	46.0
Units with rent per income less than 25%	20,384	50.0	311,643	54.0

* Information obtained from the Watts Branch Offices of the Community Redevelopment Agency.

The previous table indicates that the number of units with rent to income ratios greater than 25% comprise exactly one-half of the total rental units within the District. In addition, these figures suggest that a shortage of housing exists. However, the conservation, rehabilitation and proper distribution of vacant and abandoned houses as well as multi-dwelling units located in the Southeast District should easily fulfill the housing needs for the District's residents. Of special significance at this point are the population forecasts, which show a continuous decline of population from 201,371 in 1970 to 187,187 for the year 1995. This, in turn should serve as a mitigating factor alleviating the housing shortage.

Factors Affecting Condition of Housing

Many socio-economic factors may help to explain housing conditions in some of the neighborhoods in the Plan area. Included in these are the following:

1. Limited ability to pay for better quality shelter. Many people do not have adequate incomes to pay for better housing. This is particularly true of the elderly who are on fixed incomes, pensions, social security, or retirement programs. This not only affects their ability to purchase dwellings, but also to rent.
2. Rental Structure. There are renter households in the District which can only afford low rents. In the meantime, limited revenue from rentals tends to limit or decrease the maintenance and upkeep of property.
3. Inflation. The high cost of construction loans, building materials, labor and land has driven prices far from the reach of typical families in the Plan area.
4. Low Vacancy Rate. Many landlords have felt that because their units are occupied and the demand for available housing remains high, little or no improvements or repairs are necessary.
5. Financing. Many lending institutions will not make construction or home improvement loans in low income or minority areas. If, however, a loan is obtained for such purposes, the interest rate is much higher in these areas than in a non-minority or "mixed" area.

Adding to the frustration of home owners and potential home owners is the comparatively new policy of "red-lining". The meaning of red-lining an area is for one or a group of lending institutions, (e.g. banks, savings and loan companies, finance agencies, etc., etc.) to deny applications for loans in a given geographic area. On many occasions a loan applicant will have a commitment for a loan guarantee from the Veteran's Administration (VA) or the Federal Housing Administration (FHA), but is unable to find a lender willing to speculate and extend a loan for purchasing a home in these areas. Conventional loans, or direct loans without federal guarantees, are practically impossible to obtain in a red-lined area.

6. Absentee Ownership. A high degree of absentee ownership of single family homes in low income areas usually permits obstacles to proper maintenance. Many of the absentee owners are not knowledgeable in real estate investment or management and do not care about, or cannot afford to bear the expense of proper maintenance.

Negative Impacts on Housing

There are negative impacts upon a neighborhood which has vacant, abandoned, or unsound housing. In particular,

1. Vacant, Abandoned and Boarded-up Dwelling Units are the most severe problems in the District. These are directly associated with fires, vandalism and poor sanitation conditions which exist throughout the four communities.

Boarded-up homes are usually properties that have been foreclosed and the ownership reverted to the Veteran's Administration (VA). Federal Housing Administration (FHA), or in cases where loans were obtained, to lending institutions. These properties, even though boarded-up, do not prevent trespassing, vandalism, and other safety hazards. Vacant dwelling units that are not boarded-up are even more hazardous because they do not protect children from broken glass, hanging wooden-beams, plaster and deteriorated flooring. Conditions of this nature, if allowed to continue, aid in the deterioration of a community.

2. Overcrowded Conditions exist in some areas in each of the four communities. Units occupied by 1.51+ persons per room are considered overcrowded. As previously stated, a shortage of adequate housing within the District should not occur if a conservation-rehabilitation program is implemented in the near future.

The following chart shows 3,568 units, or 8.7% of the total 40,778 rental occupied units in the District, with densities of 1.51+ persons per room. Owner occupied units show even less over-crowdedness, with only 937 units or 4.9% of the total 19,046 with 1.51+ persons per room.

Residential Occupancy, Ownership and Density, 1970

1. <u>Occupancy:</u>	<u>District</u>
a. Count of owner occupied units with less than 1.01 persons per room	16,370
b. Count of owner occupied units with 1.01 to 1.50 persons per room	1,730
c. Count of owner occupied units with 1.51+ persons per room	937
d. Count of renter occupied units with less than 1.01 persons per room	31,843

<u>Occupancy: (Cont'd)</u>	<u>District</u>
e. Count of renter occupied units with 1.01 to 1.50 persons per room	5,367
f. Count of renter occupied units with 1.51+ persons per room	3,568
 2. <u>Ownership:</u>	
a. Count of owner occupied units	19,046
b. Count of renter occupied units	40,778
c. Count of occupied and vacant units	64,732
 3. <u>Density:</u>	
a. Estimated population density per District acre.	19.7
b. Estimated population density per City Acre	9.5

Current Housing Programs Active In District

1. Building and Safety Department, Conservation Bureau.

The Building and Safety Department, Conservation Bureau, was consulted in an effort to gain some insight as to the type and intensity of housing programs currently active in the District. It was revealed that under the Workable Program, which terminated at the end of the fiscal year 1974-75, the following number of surveys had been completed for the Southeast District:

- . Number of dwelling units inspected.....42,241
- . Number of citations or orders written.....22,745

2. Community Redevelopment Agency (CRA)

The Watts Community Redevelopment Project has recently completed building 64 detached single family dwelling units. They, in turn have been sold by the Community Redevelopment Agency, and are currently occupied. These units are two to five bedroom houses and sold by CRA within the range of \$21,000 to \$24,000. They are well constructed, and were built under the supervision of CRA. Ordinarily, at fair market, homes of this type would retail at a range of \$32,000 to \$37,000. Additionally, 208 attached rental units are currently being planned for construction in the very near future.

Funds for the latter two projects have been allocated by the Department of Housing and Urban Development (HUD); no further contingencies or added expenditures are expected.

3. Housing and Community Development Act

The first year Housing and Community Development Program adopted by the City will undertake a new program to move airport condemned homes onto fill-in sites in Southeast. The first year goal is 39 homes while the three year target is yet to be determined.

Summary

Housing problems are readily visible throughout the Southeast District. A great proportion of the area, along with three housing projects under the auspices of the Los Angeles City Housing Authority, is well maintained and can be considered problem free. However, considering the other three housing projects with other apartment units and those detached single family dwelling units that are not properly maintained, characteristics of deterioration, delapidation, overcrowding and other blighted conditions exist.

There have been some changes for the better in the Southeast District. For example, even though few and far between, some new detached single family units have been built within the last 10 years. Also, scattered throughout the area are a limited number of new apartment units, while there are others that have been rehabilitated and brought up to standard living conditions (code enforcement). These improvements can hardly be considered ample in comparison to the number of dwelling units in dire need of being brought up to standard or completely demolished; when compared to the City the number is insignificant.

Because of the number of substandard units in Southeast Los Angeles, it is clear that there is a potential demand and a demonstrable need for new units. Causal factors which have resulted in the small amount of building activity in the District are the risks lending institutions claim exist when loans are extended. Other constraints are comparatively high land costs and continually rising construction costs.

Other factors contributing to the housing problems in the District are: 1) low income families cannot afford to support the construction or rehabilitation of single-family dwelling units; 2) new units constructed in decaying neighborhoods tend to decay rapidly; 3) the overabundance of multiple dwelling unit zones permits multiple dwellings to be constructed in single-family neighborhoods which often has a deteriorating effect on the existing single-family units.

Therefore, in view of the above, programs for the rehabilitation and conservation of the existing housing stock should be developed and implemented throughout the Plan area. Also, where considered feasible, apartment and condominium units should be built. These should include various existing programs offered by the Federal government for the aged, the handicapped and those below the poverty level.

E. SAFETY

Introduction

Our approach to safety is composed of two major elements: personal safety and property safety. Rape, assault and automobile accidents are indicative of crimes which primarily affect the individual. Vandalism, auto theft and incendiary fires are largely anti-social behaviors directed at material wealth, or property. One's sense of safety in a particular community is reflected by the incidence of, or exposure to crime, fire, deteriorated and blighted buildings, and automobile and pedestrian accidents.

Safety problems involve a network of inter-related participants. For example, the issue of burned-out buildings concerns:

- (1) the Fire Department, since a fire was involved;
- (2) the Building and Safety Department, because the building has become (or may already have been) a hazard;
- (3) the Police Department, since the fire may have been set intentionally;
- (4) the arsonist, who will be counseled and eventually released into the community;
- (5) the justice system, which will incur the wrath of those condemning its leniency in dealing with offenders;
- (6) the insurance industry, which may decide to curtail local protection; and
- (7) the community image, because the incident will effect its perception by the residents, critics (principally the media) and the business community.

"In order to predict and explain an area's crime rate, it is necessary to be aware of the existing social structure, on-going social processes, and the area's position within the larger urban and societal complex." (Task Force, 149)¹

Generally, factors explaining the causes of crime in Southeast Los Angeles include:

- economic deprivation
- lack of job skills
- high transiency rates
- inadequate housing

1. "Task Force Report; Crime and Its Impact - An Assessment", The President's Commission on Law Enforcement and Administration of Justice, Washington D.C., 1967.

inadequate recreation facilities
physical deterioration of environment
high proportion of broken homes
low neighborhood cohesion
low % owner-occupied homes
the media's glorification of crime
"public tolerance of it, or reluctance or inability to take action against it." (Task Force, 1)2

As long as these factors continue to exist in Southeast Los Angeles it is unlikely that an adequate level of safety will be possible. Helicopters, SWAT teams, and other new hardware indicate a legitimate or understandable reaction by law enforcement officials who deal with such problems on a day-to-day casework basis. To the government decisionmaker, however, concern for public safety must go beyond the prevention and control of specific problems to take a more generalized look at the issues as seen by the community at large.

There is sufficient evidence in Southeast Los Angeles to support the notion that the quality of life cannot significantly improve until a sense of safety is established. Planners should develop elements which encourage a sense of safety, rather than to concentrate on those problems which must be corrected, after the fact.

POLICE PROTECTION

Los Angeles Police Department

Police services in Los Angeles are organized through 17 geographic and administrative divisions. The Southeast District, north of Florence Avenue, is served by the Newton Street Division while the 77th Street Division serves the southern area of the District. Because Police Division boundaries do not coincide with Planning District boundaries, the statistical profile in this report has been tabulated according to Police "Reporting Districts", which conform to census tract boundaries. Community Relations programs operate Division-wide and therefore their application need not be detailed on a Reporting District level.

Reported Crime

Among Type I crimes (burglary, theft, rape, murder, assault) the 1973 crime rate for Los Angeles was 0.08 while the Southeast District average was 0.12, some 48% higher. Translated another way, there was one crime among every 13 people citywide and one crime for every 9 people in Southeast Los Angeles. While the Southeast rate is .12, there is one Reporting District with a higher crime rate of .28 (or one crime per 3.5 persons), 264% above the city average. The Police Reporting District Map shows six areas of particular concern - Reporting Districts 100% or more above the city crime rate, and 16 Districts that are 50-100% above the City Type I crime rate.

2. Ibid.

A breakdown of crime types indicates three major categories: residential burglary, auto theft and aggravated assault. The following Table (next page) shows figures and percentages for eight Type I crimes. The ten Reporting Districts selected consist of those with the highest incidence of crime among all Districts having a crime rate 50+% above the City average. This table shows that crime varies by type and location. Therefore, remedial action must be suited to the specific problems of each Census Tract. A policy to combat crime in general would have less sensitivity and less effectiveness. Further analysis will be necessary in order to determine which social and environmental factors in each of these areas may be contributing to or causing such excessive crime rates.

Unreported Crime

The significance of the District's high crime rate becomes more disturbing when considering that an undetermined number of criminal acts are never reported to the police. The number of unreported crimes is allegedly quite high due to the antagonism and distrust felt by many residents toward the police and courts. In addition, certain crimes (e.g. rape) are difficult to prove in court. Therefore, the charges are often dropped or never filed.

School Safety

Personal and property safety is not limited to residential, commercial and industrial areas. Schools, in particular, are targets of vandalism, narcotics violations, loitering, trespassing and possession of weapons. A report(3) from the Los Angeles Unified School District shows a disproportionate share of on-campus crimes against persons and property in the Southeast District. Although School District Areas B and C, of which the Southeast District is a part, account for only 19% of school enrollment, 33% of personal crimes and 26% of property crimes were committed there. Incidents involving the use of weapons on campus increased 159% over last year; much of this occurred at Southeast schools. The School District has a Security Section consisting of 190 plainclothed armed agents who are responsible for protecting 600 schools. However, the School District report estimates that in excess of \$3 million in losses will take place on School District properties this year.

Park Safety

The following table shows the value of vandalized property at all City parks and recreation centers in Southeast Los Angeles during 1974. Non-Departmental losses include lost or stolen wallets and other personal property. Two rapes were reported to police as well as several minor scuffles and violations. Of the 12 sites, four accounted for 77% of Department losses; one accounted for 82% of Non-Departmental loss; and two accounted for 60% of police contacts.

3. Los Angeles Unified School District, Division of Educational Support Services, "Concentrated Approach to Rescue Delinquency" November 6, 1974 (Mimeo).

PARK SAFETY IN SOUTHEAST LOS ANGELES*

Jan. - Dec. 1974

<u>Park</u>	<u>Dept. Loss</u>	<u>Non-Dept. Loss</u>	<u>Police Contacts</u>
Central R.C.	\$ 738	\$ 70	4
Gilbert Lindsay R.C.	598		
Trinity R.C.	249		
Ross Snyder R.C.	1,323	15	6
Fred Roberts R.C.	278		
Green Meadows	2,608	80	15
Imperial Courts	237	35	2
James E. Slauson R.C.	554		
Jordan Downs	2,820		
109th Street	408	1,790	7
South Park	5,414	200	20
Watts Senior Center	<u>565</u>	<u> </u>	<u>1</u>
TOTALS	\$15,792	+ \$2,190 = \$17,982	55

Effects of Crime

Crime is evidenced not only through Police statistics but also through changes in the lifestyles of people affected by it. For example, mobility is severely limited at night due to fear. Therefore, social and civic activities are difficult to promote and do not reach a large number of residents. Another local adaptation has been a pseudo-fortification of property using security bars at the owner's expense. A sense of safety among the residents may occur but the bars present a potential hazard for escaping a fire and emphasize the vulnerability of the neighborhood's security to outsiders.

*Source: "Vandalism 1974", Dept. of Recreation and Parks, (Mimeo).

Recent Trends

Since 1971 the incidence of crime has decreased citywide as well as in the Southeast District. Similarly, the rates of offense and arrest have declined. However, in the midst of a slight population decline, the costs of police service have risen considerably in Southeast on both a per capita and per square mile basis. Data summarized in the Statistical Digest (LAPD Management Services Division) clearly shows that both the 77th Street and Newton Street Divisions have spent much more on police services than have other divisions. Part of that summary is given below:

COMPARATIVE POLICE COSTS

<u>Division</u>	<u>1972</u>		<u>1973</u>		<u>1974</u>	
	<u>Per Sq. Mile</u>	<u>Per Capita</u>	<u>Per Sq. Mile</u>	<u>Per Capita</u>	<u>Per Sq. Mile</u>	<u>Per Capita</u>
Newton	\$753,115	\$82	\$801,135	\$83	\$959,948	\$104
77th	\$719,353	\$61	\$800,187	\$66	\$971,481	\$83
Harbor	\$263,391	\$48	\$264,417	\$53	\$293,831	\$55
Van Nuys	\$271,294	\$42	\$251,343	\$39	\$281,435	\$44
Foothill	\$113,175	\$36	\$106,428	\$34	\$128,510	\$41
City	\$279,836	\$47	\$285,116	\$47	\$339,521	\$56

Given the existing level of police expenditures, it is difficult to persuasively argue for increased appropriations; however, the current level of criminal incidence necessitating these costs should not be tolerated.

Future Direction

Two approaches to improve public safety are as follows:

- a) Increase the budget for crime detection, control and prevention. Included are the Police Department and the internal security operations of the Parks Department and the schools. These remedies deal only with the superficial manifestations of deeper problems. It is a "bandaid" approach.
- b) Increase the budgets of "peripheral" agencies involved in mental health, rehabilitation counseling, job training, halfway houses and substance abuse. This can be labeled as a "causal" approach, which focuses on the social and economic reasons behind why an action occurred.

TOP 10 REPORTING DISTRICTS 1974
BY TOTAL INCIDENTS, AMONG
REPORTING DISTRICTS 50% + ABOVE CITY AVG.

Report District	Res. Burg.		Bus. Burg.		Street Rob.		Auto Theft		Burg. Auto		Theft From Auto		Rape		Assault		Total
(1)	No.	(2) %	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
1229	26	4	18	3	28	5	66	11	29	5	40	7	4	1	88	15	579
1247	166	27	49	8	44	7	105	17	25	4	20	3	5	1	73	12	625
1257	189	30	33	5	40	6	107	17	18	3	31	5	7	1	68	11	632
1258	85	19	11	3	25	6	106	24	13	3	20	5	5	1	53	12	437
1284	171	31	29	5	27	5	65	12	18	3	30	5	8	1	64	12	555
1283	262	30	23	3	39	4	128	15	33	4	44	5	13	1	113	13	869
1269	102	25	2	0	22	5	61	15	30	7	27	7	0	0	105	26	410
1286	210	30	21	3	27	4	74	11	11	2	36	5	3	0	151	22	689
1322	23	5	21	4	16	3	169	34	86	17	42	8	11	2	23	5	502
1331	35	9	27	7	30	8	85	22	34	9	38	10	3	1	36	9	395
Total Incidents	1269		234		298		966		297		328		58		744		5693
Avg. column %	22		4		5		17		5		6		1		14		
Range of %	(4-31)		(0-18)		(3-8)		(11-34)		(2-17)		(3-10)		(0-2)		(5-26)		

(NOTE:

1) No. = Number of Incidents

2) % = Per Cent of Reporting District Total

INCIDENCE OF REPORTED CRIME BY DIVISION (TYPE I)*

<u>Division</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
77th	27,217	26,292	20,478	19,327
Newton	12,401	11,203	11,103	11,025
Van Nuys	15,107	13,905	13,938	14,428
Foothill	9,899	9,943	9,637	10,585
Harbor	<u>8,909</u>	<u>8,798</u>	<u>8,366</u>	<u>8,656</u>
City	237,376	228,160	213,161	218,485

RATE OF OFFENSE PER 1000 POPULATION (TYPE I)*

<u>Division</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
Newton	163	145	123	129
77th	128	124	114	111
Van Nuys	70	64	63	64
Harbor	66	65	66	63
Foothill	<u>51</u>	<u>53</u>	<u>50</u>	<u>55</u>
City	84	81	75	78

RATE OF ARREST PER 1000 POPULATION (TYPE I)*

<u>Division</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
Newton	40	38	33	32
77th	35	33	31	31
Harbor	11	12	12	11
Foothill	10	10	10	11
Van Nuys	<u>12</u>	<u>11</u>	<u>10</u>	<u>9</u>
City	17	16	15	15

*Source: LAPD Statistical Profile.

TYPE II OFFENSES:

Other assaults
Forgery and counterfeiting
Embezzlement and fraud
Stolen property (Buy/Sell)
Weapons (Carry/Possession)
Prostitution and allied
Sex (except rape, prostitution)
Against family/children
Narcotic drug abuse
Liquor laws
Drunkenness
Disturbing peace
Disorderly conduct
Gambling
Driving under influence
Moving traffic violations
Federal offenses
Battered children
Non-criminal detention
Pre-delinquent

Programs

The Police Department is currently involved in numerous community relations programs throughout the City. The major objective of these programs is to establish a climate in the City of Los Angeles in which police tasks may be performed with the acceptance, understanding, and approval of the community.

The following programs exemplify the Department's commitment to make the City of Los Angeles a better place in which to live.

Basic Car Plan

The Basic Car Plan is a means of preventing crime through the coordinated effort of people and police officers of the community. To accomplish this objective, it is essential that the street police officer and the people he serves, understand the law enforcement needs and problems of the community. Through this effort, an understanding develops between the people and the police, and the two are brought closer together in the pursuit of their common goal.

Nine officers are assigned to each Basic Car Plan District and once each month, the entire Basic Car Plan team meets with people who live and work in their area. This meeting gives citizens and officers an opportunity to discuss problems of mutual concern and to develop an understanding of each other's role in the prevention of crime.

Boosters Association

The Boosters Association is an organization of businessmen who assist the police in promoting youth activities within their area.

Boxing Club

Over 500 boys participate in the Boxing Club yearly. The program is handled by divisional Community Relations Officers, and is designed for youth between 10 and 17 years of age.

Breakfast With a Cop

Breakfast meetings are held on a regularly scheduled basis with school administrators, industrialists, and businessmen to promote a cooperative spirit in solving local problems.

Christmas Car

The Christmas Car distributes donated toys and candy to children from low income families within each division at Christmas time.

Community Councils

The Councils are composed of community leaders who work with divisional Community Relations Officers in the development of programs and the exchange of information between the police and the public. Approximately 40 citizens participate in each Council.

Crime Prevention Program

The purpose of the Crime Prevention Program is to inform citizens of measures useful in combating crime. The program, including television messages, reaches over 80,000 persons weekly.

The "Lock Your Car", "Never Give a Burglar an Even Break", and "Neighborhood Watch" programs are widely recognized throughout the City.

Deputy Auxiliary Police Program (DAP)

This Program is a crime prevention program designed to provide a constructive character-building experience for youth between the ages of 9 and 14.

D.A.P. members are involved in recreational and educational activities throughout the year, and can be recognized by their uniforms which consist of a windbreaker and a t-shirt, indicating the division and the name "DAP-LAPD".

Koffee Klatch Program

The Koffee Klatch Program enables radio car officers to meet informally with neighborhood residents and to communicate more effectively with them.

Law Enforcement Explorer Program

The Law Enforcement Explorer Program has a chapter, chartered by the Boy Scouts of America, in each patrol division. The program is intended to interest young men and women attending junior and senior high school in law enforcement careers and civic responsibility.

Los Angeles Police Department Junior Band

The Los Angeles Police Department Junior Band is designed for boys ranging in age from 12 to 20 years old. This 25-year old project is sponsored by the Los Angeles Police Department and Police Post 381 of the American Legion. Activities include community and state-wide festivities, concerts, parades, and State and National Junior Band Contests.

Police-Clergy Council

This council provides a forum for the police and the clergy to discuss community problems and programs, and it allows the department to explain policy and procedure and elicit clergy support in crime suppression.

Police Reserve

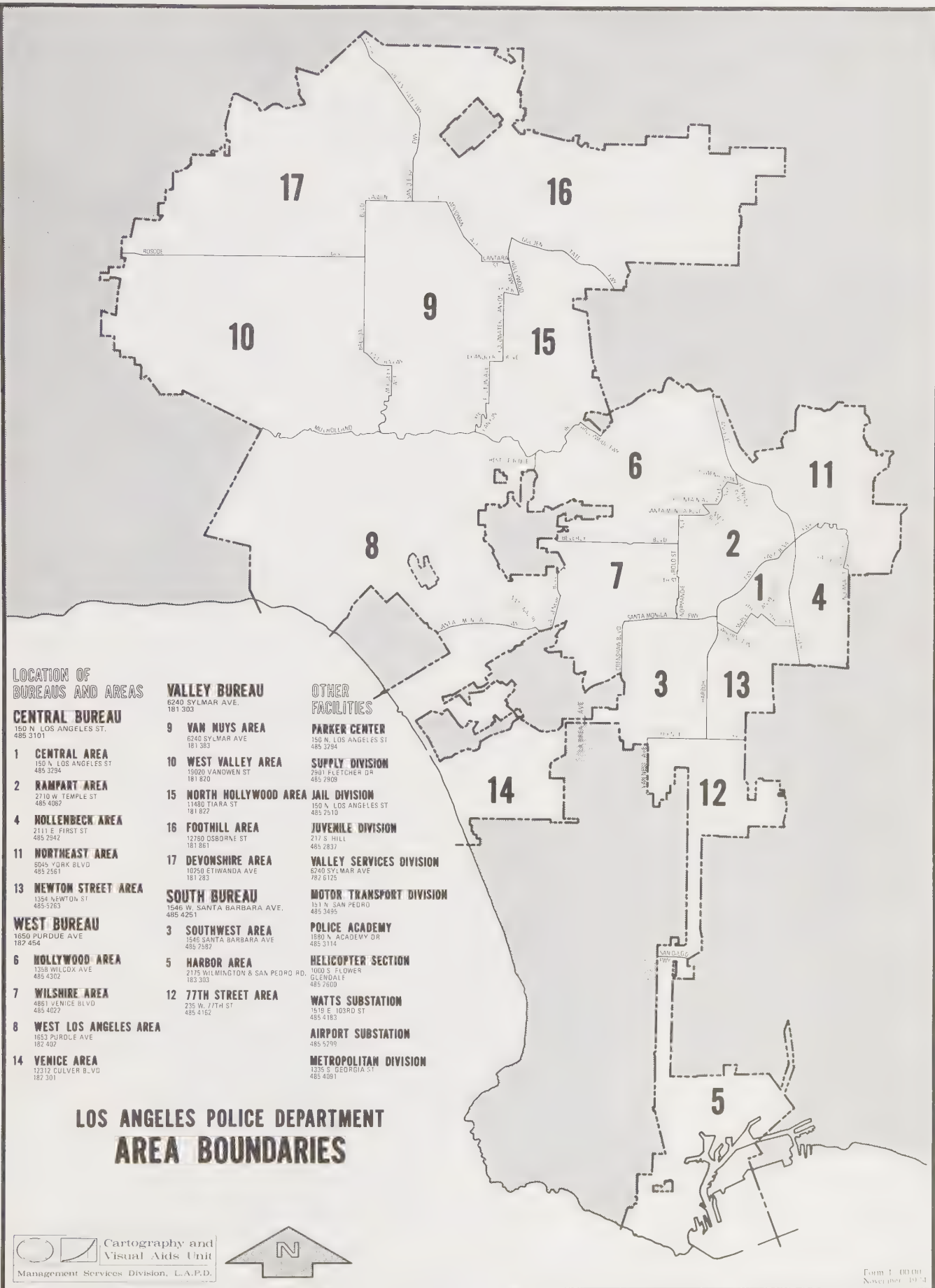
The Police Reserve program gives citizens an opportunity to become actively involved in police work. Police Reserve Officers receive 282 hours of training over a period of seven months at the Police Academy and are required to work two eight-hour shifts per month.

Police Role in Government Program

The Los Angeles Police Department has assigned 30 police officers as full-time instructors in junior and senior high schools.

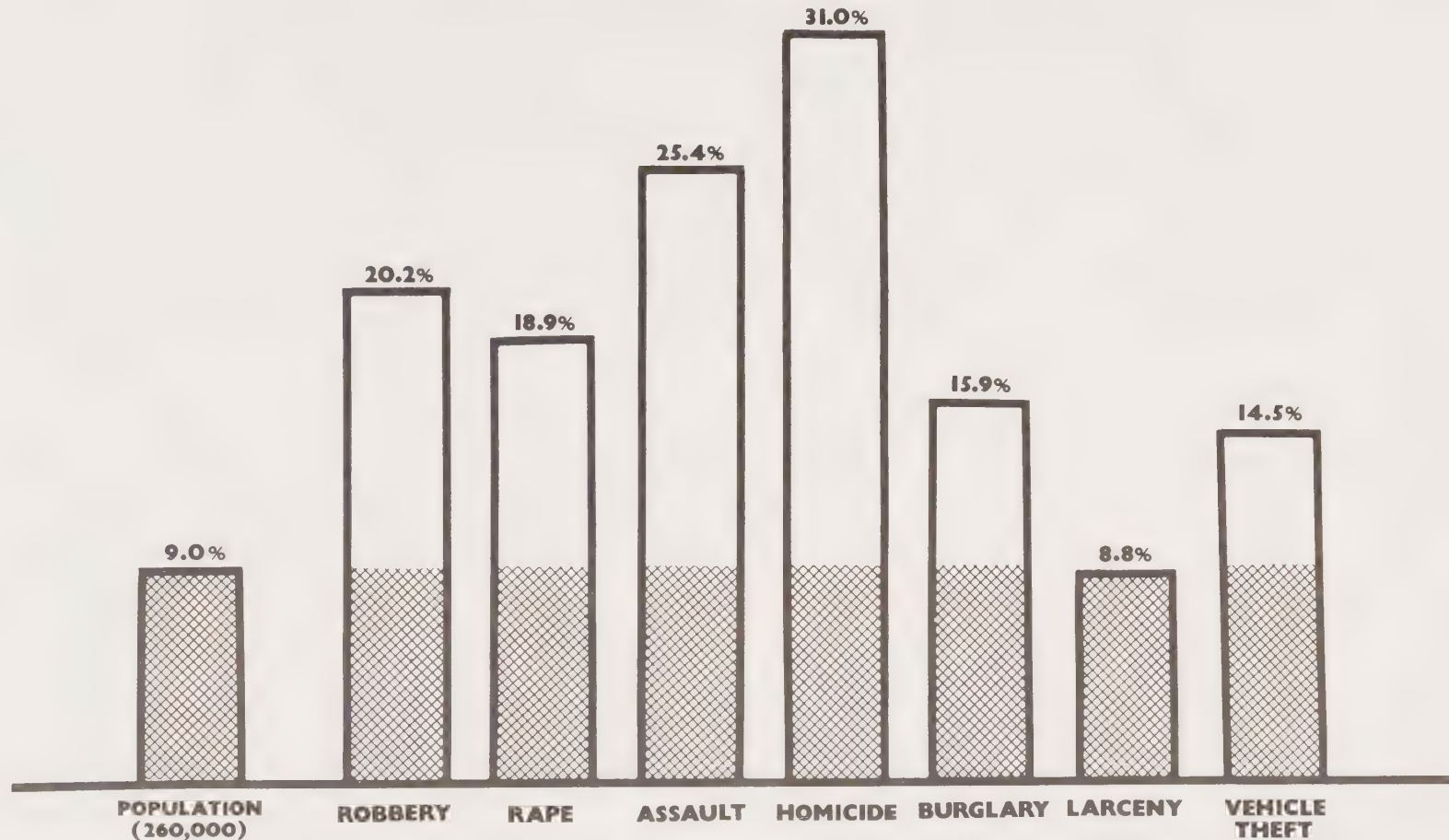
The "Police Role in Government" was authorized as an experimental program for Jordan High School in September, 1969, by Chief Davis. Its success led to its introduction in eight high schools, one junior high school and the Urban Residential Educational Center in Saugus during 1972.

With the approval of the Los Angeles City Council, this program was further expanded in February, 1973, to include 18 junior high schools and 12 senior high schools within the Los Angeles City School District. The course is now required at the junior high level and is an accredited elective in senior high schools.



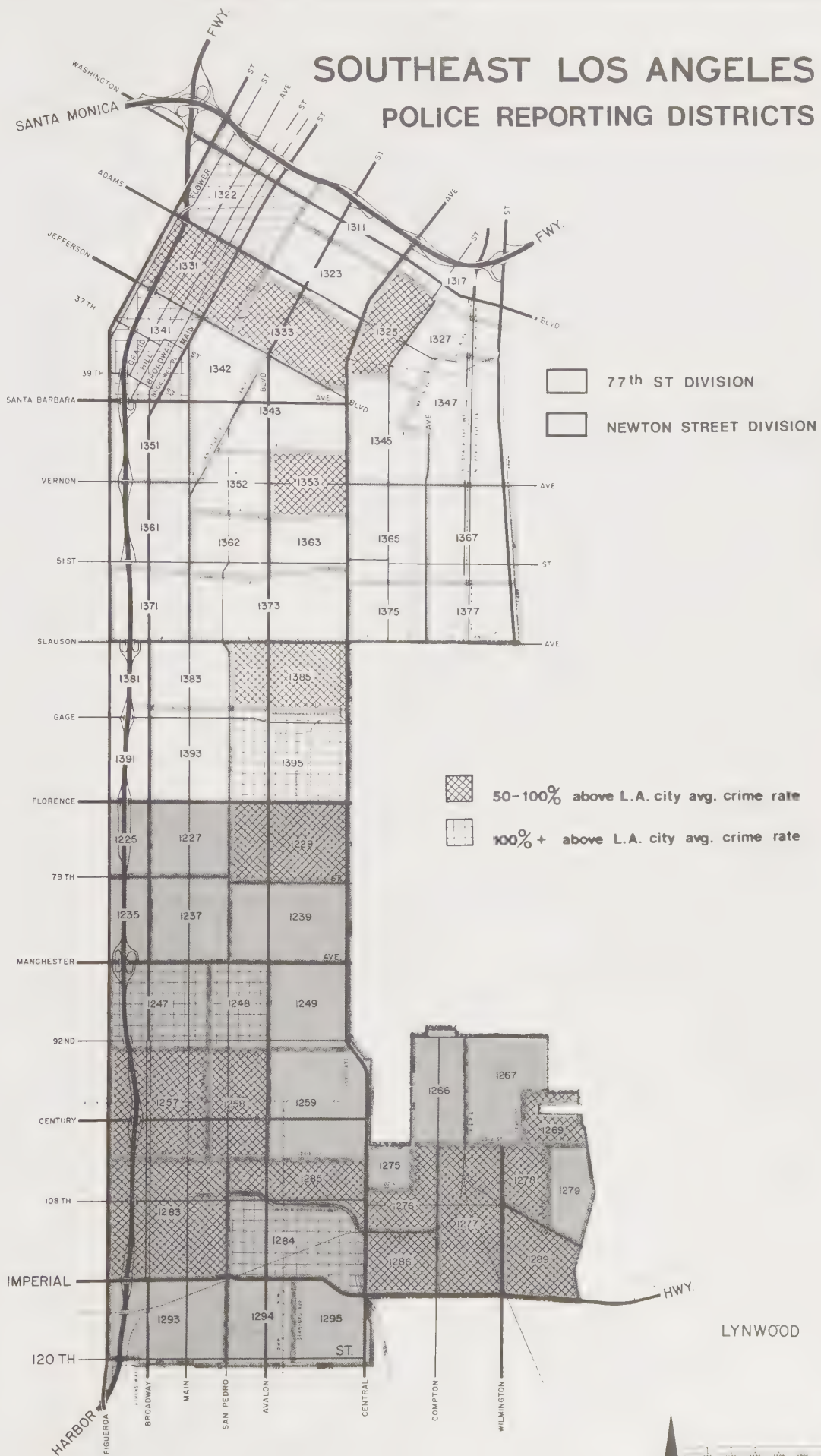
PERCENT of CITYWIDE CRIME

COMMITTED in 77th ST. & NEWTON ST. POLICE DIVISIONS



SOURCE: L.A.P.D. Statistical Digest 1974 (JAN. - DEC.: TYPE I CRIMES)

SOUTHEAST LOS ANGELES POLICE REPORTING DISTRICTS



FIRE PROTECTION

The Los Angeles City Fire Department organizes its 100+ fire stations into 18 geographic service areas, or battalions. Primary fire protection in the Southeast District is provided by the 13th and 8th Battalions. For the fiscal year 1973-74, these two battalions ranked first and second in the incidence of total alarms, ambulance rescue calls and false alarms, and first and third in actual fires. On a combined basis, the 13th and 8th Battalions accounted for 23% of total alarms, 23% actual fires, 23% of ambulance rescues and 31% of false alarms while comprising only 12% of Department facilities.

Each battalion is composed of several engine companies, truck companies and ambulance units. Statistics for 1973-74 show a significantly greater frequency of responses by stations serving the District as compared to stations serving the rest of the city. Here is the breakdown (figures represent number of annual responses per station):

FISCAL 1973-1974 NUMBER OF EMERGENCY RESPONSES*

<u>Station</u>	<u>Engine Co.</u>	<u>Truck Co.</u>	<u>Ambulance Unit</u>
10	1335	770	3996
14	1501	1917	4117
15	1813	906	4273
21	1009		
22	1235		4977
30	689		
33	2693	1642	4808
57	2286		
64	2594	1495	4113
65	2175	1044	3391
City Average Excluding Southeast District	816	524	2,608
City Average Including Southeast District	903	611	2,880
Southeast District Average Only	1,733	1,145	4,239
Total Southeast District Responses	17,330	6,874	29,675
Total City Responses	95,757	26,282	120,974

*Source: L. A. City Fire Department, 1973-74, Statistical Report.

While the speed and efficiency of the City's Class 1 fire rating is not in question, it is apparent from the preceding table that a disproportionate share of city-wide fires occur in the Southeast District, and that more stringent and forceful actions are needed in fire prevention.

Based upon the \$61,000,000 proposed 1975-76 budget for fire suppression, the following results were calculated by staff.

1. Estimated Fire suppression cost/person:

Citywide = \$22.59
Battalions 8 and 13 = \$13.55

2. Personnel allocation/residents:

Citywide = 1:947
Battalions 8 and 13 = 1:1595

These figures assume a City population of 2,800,000 and a Batallion 8 and 13 service population of 450,000 (16% of City population).

Factors affecting fire station distribution and overall fire protection for a given area are based upon land use, required fire flow, response distances, street patterns, and traffic volumes. Given existing station distribution, there remain physical deficiencies in structural age and site locations.

FACILITIES SERVING SOUTHEAST DISTRICT

<u>Station</u>	<u>Year Built</u>	<u>Engine Co.</u>	<u>Truck Co.</u>	<u>Ambulance</u>	<u>Battalion No.</u>
10	1951	X	X	X	1
14	1950	X	X	X	8
15	1950	X	X	X	8
17	1927	X	X	X	7
21	1941	X			8
22	1950	X		X	8
30	1913	X			8
33	1972	X	X	X	13
46	1923	X			8
57	1924	X			13
64	1951	X	X	X	13
65	1936	X		X	13
66	1929	X	X	X	13

Some Southeast stations have been under Fire Department study for consolidation and rebuilding since the issuance of the 1972 Fire Protection Plan. Budget allocations have been committed to implement three District-related projects.

<u>STATION</u>	<u>CHANGE</u>	<u>STATUS</u>	<u>TOTAL COST</u>
17, 30	Consolidate	R of W, Plans - 1976 Construction - 1977	\$1,013,912
22, 46	Consolidate	R of W, Plans - 1976 Construction - 1977	\$ 734,605
57	Relocate	R of W - 1982 Plans - 1983 Construction - 1984	\$ 952,335

- a) Moving Station 17 approximately midway into Station 30's District is intended to improve service by reducing marginal deficiencies in a heavy industrial and commercial area. The proposed location is in the vicinity of Olympic Boulevard and Elwood Street or Santa Fe Avenue.
- b) Moving Station 46 closer to Station 22 will, hopefully, improve operations by replacing a cramped, obsolete facility with a more efficient, modern station. It is expected that marginal deficiencies will be reduced allowing some personnel to be made available for a new station outside the District. Site location is in the vicinity of Hoover and Vernon.
- c) Station 57 is inadequate. It will be relocated in order to meet the needs of the changing surroundings. A tentative location of Manchester and the Harbor Freeway has been selected by the Fire Department.

In the Southeast District the ranking of causes of fires shows "Matches" to be the most common, followed by "Rubbish", "Smoking", and "Electrical". While some structures are boarded up to prevent unauthorized entry, others are relatively vulnerable to vandals and transients. Absentee landlords in Los Angeles and several other major cities have been known to simply abandon properties that have become dilapidated and unprofitable to renovate. If abandoned and dilapidated buildings are not razed by the City they will most likely be destroyed through malicious mischief.

ACTIVITIES BY FIRST RESPONSE DISTRICT (1973-74)

<u>Type of Incident</u>	<u>Southeast Total</u>	<u>Particular Stations</u>	<u>City Total</u>	<u>% City Total</u>
Malicious False Alarms	2,803	15,33,65	19,039	27
Non-structural Fires	3,926	57,64,65	20,811	18
Structural Fires	2,203	33,57,64,65	9,725	22
Habitational	1,774	64,65	7,809	22

<u>Type of Incident</u>	<u>Southeast Total</u>	<u>Particular Stations</u>	<u>City Total</u>	<u>% City Total</u>
<u>Occupancy</u>				
Office, Public Assemblage	93	--	717	12
Manufacturing	86	33	323	26
Commercial	102	--	536	19
Warehouse	17	15, 33	62	27
<u>Non-Occupancy</u>				
Auto	1, 053	57, 64	6, 341	16
Grass	1, 241	64, 65	6, 197	20
<u>Probable Cause</u>				
Rubbish	1, 403	57, 64, 65	6, 157	22
Electrical	205	--	2, 077	9
Matches	3, 611	64, 65	12, 600	28
Smoking	527	33	4, 393	11

Source: Statistical Report 1973-74 LACFD.

The Southeast District is served by six ambulances and one paramedic unit. A program is now underway to equip all Department ambulances as Mobile Intensive Care Units staffed by civilian paramedics under the supervision of a base hospital.

Several patterns and generalities have been identified in the Southeast District.

1. There is little coordination or communication between the Police and Fire Departments, especially regarding arson investigation;
2. Vacant, deteriorated and "torched" structures correlate highly with absentee ownership;
3. Churches are comparatively free from damage;
4. Hostility towards the Fire Department usually begins at the junior high level;

5. Tension often occurs at the edge of ethnic migrations;
6. Age of structure does not in itself explain the cause of high incidence of fires.

An Affirmative Action Program began in FY 1973-74 to insure the achievement of requirements set forth in the Consent Decree which followed a Federal lawsuit charging discrimination in the Department. One of the provisions requires that at least 50% of all Firefighter appointments be among minorities until the proportions of these groups approximate the percentages of minorities in the Los Angeles civilian labor force.

<u>POSITION</u>	<u>NO. EMPLOYED</u>	<u>% BLACK</u>	<u>% MEX- AMER</u>	<u>% ASIAN- AMER</u>	<u>% AMER- IND</u>	<u>% OTHER</u>
Firefighter	2,953	1	3	0	2	94
Civilian	228	12	15	9	0	63
Civilian Ambulance	<u>203</u>	<u>5</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>84</u>
TOTALS	3,384	2	4	0.7	2	91

Community Relations:

Community relations activity declined significantly during the 1973-74 fiscal year from the previous year, with a drop in the number of people reached through public lectures from 34,000 to 29,000 and school children reached through school visitation from 52,000 to 10,000. The number of people visiting fire stations increased substantially from 12,000 to 38,000.

The Fireman Counseling Program selects members of each Division to attend seminars to improve techniques in working with "problem youngsters". The California Youth Authority granted \$90,000 to a training fund for counseling the 370 boys who were referred to the program by the police during the past fiscal year.

The Plant Protection Unit conducted 1,149 hours of Fire and Life Safety classes in its training programs for businesses. A total of 167 fire brigades, reaching 41,000 persons were organized during FY 1973-74.

The Fire Student Worker Program began in FY 1973-74, permitting 60 college students to combine academics with formal training and practical experience. The Department now operates this program through CETA funds.

Last year, the Public Safety Section inspected 2,500 institutional and public assemblage facilities with occupant loads exceeding 100 persons and spent 3,400 man-hours on safety officer details.

BUILDING SAFETY

Building Safety, a component of the Report on Personal and Property Safety, has been included to bring attention to building hazards within the District. Due to improper maintenance, vandalism, business failures, fires and an unfavorable real estate market the area has numerous structures in a stage of premature obsolescence. Informal opinions from the Conservation Bureau as well as staff field surveys suggest that the District is in need of substantial property improvement, perhaps more so than any other District in the City.

Existing land use and future investments are directly affected by blight, abandonment and physical deterioration. Physical decay should be a cue to underlying socio-economic disorders. Abandonment is influenced by the fear of reduced public safety and a decline of public services. Absentee ownership, tenant vandalism, neighborhood degradation, racial antagonism, landlord abdication and credit shortages also increase the probability of housing abandonment.

The Department of Building and Safety, through its Conservation Bureau, is the administrator for a wide range of nuisance complaints, safety hazards, and condemnations. The Bureau is responsible for eliminating or correcting substandard buildings and property conditions. The Bureau investigates written requests from the Departments of Health and Fire as well as from citizens.

In January 1975, the Conservation Bureau rechecked the conditions of 327 HUD owned dwellings previously cited for violations. The following summarizes those findings:

	<u>CITYWIDE</u>	
	<u>No.</u>	<u>Percent</u>
<u>Dwellings Demolished</u>	35	11
<u>Dwellings Occupied</u>		
Good Maintenance	49	15
Fair Maintenance	5	2
Poor Maintenance	1	0.3
<u>Dwellings Vacant - Open</u>		
Good Condition	6	2
Fair Condition	4	1
Poor Condition	23	7
<u>Dwellings Vacant - Barricaded</u>		
Good Condition	55	17
Fair Condition	92	28
Poor Condition	57	17
 TOTAL	 327	 100

The Southeast District contains 700 vacant and damaged residential properties owned by HUD out of an estimated City total of approximately 1000 properties.

If one is willing to accept the number of abandoned HUD properties in Southeast as an indication of overall local property neglect, it is logical to expect a large number of non-HUD properties to be vacant. The only available figures show that 37% of the units in the Southeast District inspected by the Department of Building and Safety were issued citations.

Many believe that stricter code enforcement would seriously deplete the housing stock, especially in low income areas. Therefore, the incidence of actual violations may, indeed, be at variance with reported violations in the Southeast area.

Personnel attached to Fire Station 21 counted approximately 200 structures in their service area that have been, should be, or are presently boarded up. Stations 64, 65 and 66 each found roughly 60 structures in their service areas that are vacant and need to be boarded up from a fire protection perspective.

VEHICLE/PEDESTRIAN SAFETY

There are several ways to assess personal safety in terms of traffic accidents. Using data collected by the Traffic Department, accidents at selected intersections have been totaled over a four-year period (1971-74).

The Map (see attached) indicates locations according to five levels of incidence. Most major and secondary highways exhibit a high incidence of accidents at points of freeway access and egress. For example, a high incidence of accidents occur along Manchester Avenue as it approaches the Harbor Freeway. The Manchester shopping area is a major generator of traffic and shows a high incidence of traffic accidents.

Where a secondary highway crosses the freeway without an on or off ramp, accident incidence is low. Areas northerly of Santa Barbara Avenue and easterly of Central Avenue are also relatively safe.

ACCIDENTS AT RECORDED INTERSECTIONS (1971-74)

Southeast District

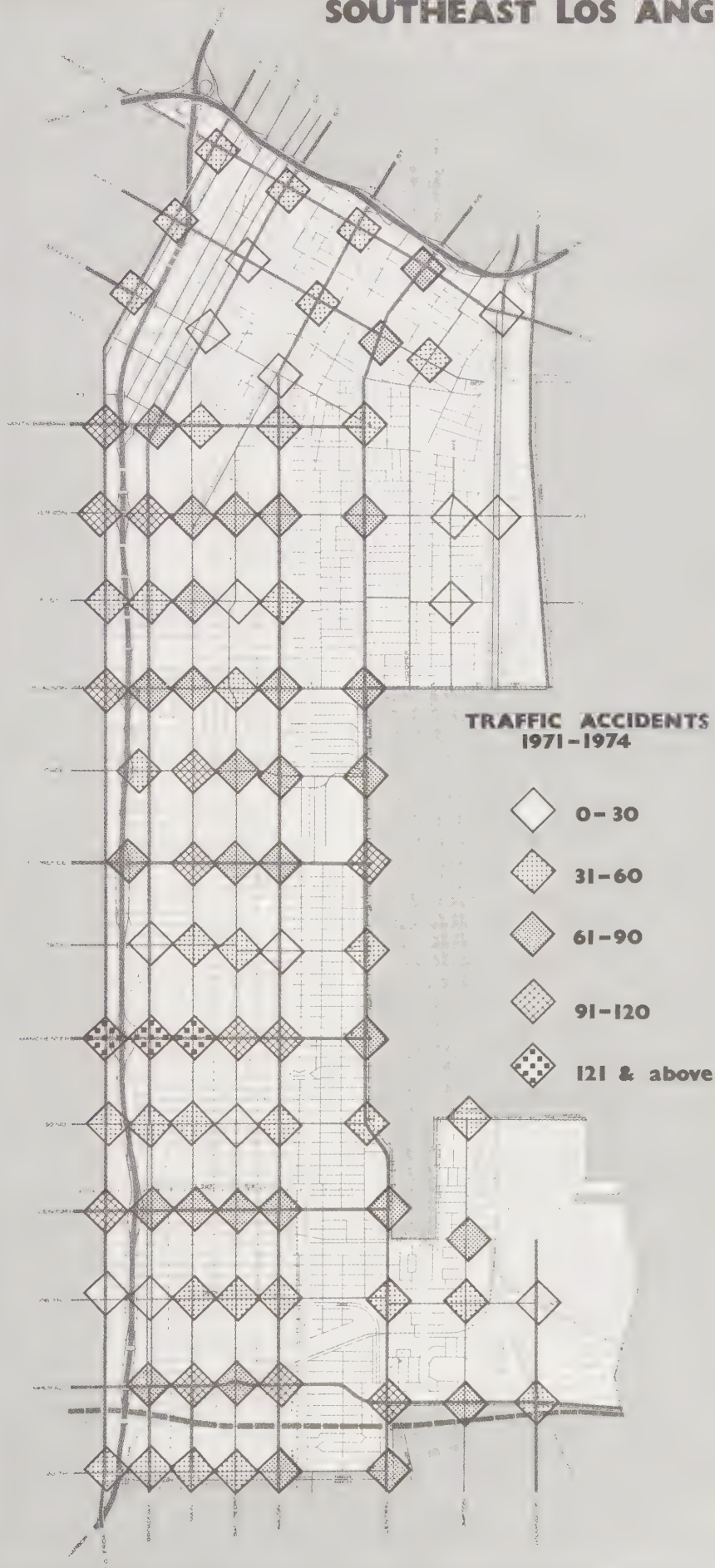
Total accidents	6,633
Total persons injured	3,584
Fatalities	35
Pedestrians injured	153
Properties damaged	3,044
Day occurrences	3,945
Night occurrences	2,688

On a citywide basis, 58 percent of all accidents occurred outside the traffic intersection. Therefore, it can be estimated that 9,153 non-intersection accidents occurred in the Southeast District, raising the District total to 15,786 for the period of 1971-74.

To improve traffic safety, signals can be synchronized to improve vehicle flow, the number of left turn signals and turning lanes can be increased and stop signs can be requested.

Unfortunately, no matter how many of these physical changes are implemented, traffic injuries and deaths will still occur in unacceptable numbers. More attention is needed in the areas of drunk driving, auto theft prevention and driver re-certification. Together, these two approaches may transform the streets into safe places for both drivers and pedestrians.

SOUTHEAST LOS ANGELES



F. TRANSPORTATION

EXISTING CONDITIONS AND ANALYSIS

A circulation system forms the physical framework upon which land uses are developed within a community. This system, along with a network of public transportation, serves to move people and goods through the district, the City, the county and the region.

The street pattern in the Southeast District consists of a grid system. Two existing freeways, the Harbor Freeway on the west and the Santa Monica Freeway on the north, provide adequate access from all parts of the metropolitan area. However, internal circulation is inadequate in some respects.

A variety of local and collector street widths, alignments, patterns and conditions is present. Many such streets lack continuity. Gaps in the local street system should be remedied. Many streets and alleys have been improved in the past several years, but much remains to be done.

Industrial uses scattered throughout the District generate heavy traffic, contributing to a major traffic problem in that a number of local and collector streets function as arterials. These carry a disproportionately large amount of traffic for their size, type of construction and intended use. Heavy vehicular traffic through residential areas has increased congestion and intensified blight in many neighborhoods.

A number of medical facilities are accessible by bus from most sections of the District. The Los Angeles County-USC Medical Center is located some distance from the southerly portion of the Southeast District, but it can be reached by bus with one or two transfers. The Los Angeles County Martin Luther King General Hospital in Willowbrook can be reached by the local bus services.

Railroads

The transportation system of the area began with the early inter-urban railroad which connects the Central City to Wilmington Harbor. The tracks along Alameda Street now carry about 22 train movements a day. The former Pacific Electric lines (Southern Pacific) run through the easterly half of the District in a north-south direction, separating into three sections south of 103rd Street. This rail line carries about 26 trains daily on the three branches.

The railroads form physical and visual barriers which disrupt streets and isolate residential areas. Due to traffic interference caused by grade crossings, noise and general divisiveness, railroads constitute a nuisance to residential communities.

Mobility and Accessibility

The extent to which individuals take advantage of opportunities is dependent upon accessibility and mobility. The private automobile affords a large

percentage of the City's population a satisfactory level of accessibility and mobility. However, auto ownership within the District is quite low. In addition, many available automobiles are unreliable because of age and mechanical defects. Public transportation is, therefore, essential to the community.

Consistent with the need to improve accessibility and mobility, transit services must be extensively developed. While many advocate severe restrictions on the use of autos in urban areas, the quality of public transportation must first be improved to the point where the system is efficient and attractive enough to command mass acceptance. Public transportation systems must approach the automobile in comfort and quality and surpass the auto in safety and reliability.

Problems

Insufficient street capacity and resulting traffic congestion combined with inadequate bus service create severe transportation problems for many residents of the District. Deficiencies in traffic flow in an east-west direction created by discontinuous secondary streets, and low auto ownership rates (see table on page 70) are the primary accessibility problems in the District. The high incidence of traffic arrests and drunk driving arrests are also matters of concern. North-south streets have fewer traffic problems since the Harbor Freeway carries much of the traffic moving in this direction. Also, there are numerous north-south streets emanating from the Downtown area which are capable of carrying a fair traffic volume.

In the rating of unfilled transportation needs, access to shopping ranks second to access to employment. For District area residents who do not own cars, shopping is difficult due to the lack of adequate facilities in many parts of the District. Although there are shopping facilities within and outside of the District that can be reached by bus, trips to these centers frequently require transfers and lengthy travel times.

Despite low auto ownership rates, (40 percent of the households have no automobiles) approximately 76% of the work trips are made by private automobile. Nevertheless, residents in all parts of the District use bus transportation as much or more than the average resident of the City. Transit service in the District, while present on almost every major street in the District, is generally considered inadequate due to the inflexibility of fixed route transit vehicles.

The variables used by the Community Analysis Bureau (C.A.B.) as a basis for identifying transportation problems do not measure the adequacy of service available within the District. Rather, they relate to demographic and socio-economic factors which have been shown to be fairly good measures of public transit dependency. The variables used which determine the dependency of the people on public transit are (1) percentage of persons aged 0-17 years, (2) percentage of persons aged 65+ years, and (3) percentage of housing units with no automobile. Approximately 41% of the District's population is 0-17 years of age - the group most dependent upon public transport - compared to the City average of 30%. Another age group which is greatly dependent upon public transit is the 65+ years age

group. This age group constitutes 8% of the District's population. Another variable which is considered to be a good measure of public transit dependency is the number of dwelling units without an automobile. In the Southeast Los Angeles Plan area, 40% of the units were without an automobile against the City's average of 20%. The District's figures for work trips via private auto are 76% against the City average of 83%, and work trips on public transit account for 18% compared to 9% for the City.

As a result of the reduced availability of automobiles, accessibility to job opportunities is limited. The non-car owner residents are also disadvantaged as consumers. Merchants enjoy monopolies in areas where there are large numbers of non-car owners. Small independent stores predominating in the area are unable to take advantage of bulk buying at lower rates and, consequently are forced to pay more for the goods.

Down payment requirements, insurance rates, financing, operating and maintenance costs are the main obstacles to the acquisition and operation of private automobiles. Improvements in these areas, such as subsidized or guaranteed loans through community or government co-signers, community or government subsidized insurance and community operated maintenance facilities are some of the means through which private transportation can be made available to more people.

Recreation facilities within the project area, primarily neighborhood parks and playgrounds, are accessible to most people by bus. Specialized recreation facilities in the Los Angeles Metropolitan area are widely scattered so that accessibility by bus from any location is difficult to provide.

Many plan area residents do not engage in recreational, cultural or commercial activities outside of their community because they are not aware of existing public transportation facilities available to them. For this same reason, many of the residents do not consider the possibility of using public transportation in seeking or accepting employment in areas that can actually be reached with little difficulty. The availability of public transportation services to downtown Los Angeles is relatively well known, but there is a great lack of awareness of the overall transportation system.

EXISTING PROGRAMS

The Los Angeles freeway system is under the auspices of the State Department of Transportation, Division of Highways. Funding for both the Federal Interstate System and local freeways is provided by the State. Although the City of Los Angeles has no control over these facilities, the City's cooperation is needed, before the Division of Highways can build within city limits.

Major and secondary highways within the City are often planned and constructed by the City using Gas Tax funds or other federal funds from programs such as the Traffic Operation Program to Increase Capacity and Safety (TOPICS), the Federal Aid Urban Program and the Federal Aid Highway Act. These projects are part of the Five Year Capital Programming, composed of representatives from relevant city departments, bureaus, and

boards. The City also provides for the regulation and improvements of vehicular and pedestrian movement throughout the City.

Streets

Improvement to the street system generally takes the form of completing dedication and improvement of the existing streets in accordance with City standards of the existing system. Roads included in Five Year Capital Improvement Program for improvement (1975-76 through 1979-1980) are:

1. Broadway at Proposed Century Freeway - 111th Street to 117th Street
2. Century Boulevard - Avalon Boulevard to San Pedro Street.
3. Century Boulevard - Alameda Street to Wilmington Avenue.
4. Florence Avenue - w/o Broadway to Figueroa Street.
5. Gage Avenue - e/o Avalon Boulevard
6. Washington Boulevard at Compton Avenue.
7. 89th Street - Central Avenue to McKinley Avenue
8. 98th Street Bikeway - Central Avenue to Western Avenue.

Street Lighting

There are no major street lighting projects scheduled for the Southeast District. Many of the recent installations were achieved approximately five years ago through the Assessment Act Program.

The standard light is mercury vapor (a slightly blue color). High pressure sodium vapor (yellow) is much brighter and is often termed "crime prevention lighting". There are currently no programs to install such lighting; however, the Street Lighting Bureau has filed an application for Federal funds to implement a plan which is now in the design stage.

Dial-a-Ride/Demand Responsive System

In Los Angeles there are two demand responsive systems funded by the City Demonstration Agency: the Greater Watts Dial-a-Bus and the East-Northeast Dial-your-Ride programs. The Greater Watts Dial-a-Bus helps the elderly and less fortunate people in the Southeast Los Angeles Community get to medical appointments, shopping centers and jobs. The project is in its second year of operation.

Public Transportation

SCRTD has recently started a grid system for operating buses in the South Los Angeles area. The grid network provides for the establishment of new bus lines which places residents no more than three blocks from a bus and

with waiting times no more than twenty minutes. The grid system will enable the riders to go anywhere within the grid by transferring only once since buses serve all major north-south and east-west streets.

RECOMMENDATIONS

Street Improvements

- (i) Correct poor street conditions where they exist - broken pavement, substandard width, poor lighting, etc.
- (ii) All major and secondary highways in the District should be brought up to the standards of the City's Highways and Freeways Plan, and through-traffic be removed from numerous local streets. On-street parking should be prohibited in industrial areas which surround residential neighborhoods.
- (iii) Increase traffic capacities on east-west traffic arteries by reducing strip commercial land use and prohibiting on-street parking.

Traffic Improvements

The following traffic improvement methods should be expanded and/or introduced:

- (i) Provide traffic signals - where needed.
- (ii) Provide pockets for left turns.
- (iii) Provide "stop" signs where non-existent, but considered desirable and necessary.
- (iv) Provide 4-way "stop" signs instead of 2-Way "stop" signs where necessary.
- (v) Prohibiting left turns, as appropriate.
- (vi) Synchronize traffic signals.
- (vii) Prohibit on-street parking on Major and Secondary Highways.
- (viii) Replace small diameter traffic lights by large diameter traffic lights.

Mobility and Accessibility

The following recommendations are suggested to improve mobility and accessibility:

- (i) Inform employers and labor leaders of the desirability of free employee bus passes as part of the total negotiated compensation package.
- (ii) Implement extensive marketing programs for improving the image of public transit and building a stronger patronage base.
- (iii) Encourage and promote the greater use of bicycles for all local transportation purposes.
- (iv) Where appropriate and justified, modify streets and highways to include bicycles facilities.
- (v) Encourage Community oriented transportation.
- (vi) Expand and modernize the bus system for the Southeast District.
- (vii) Introduce express bus services to places of employment and major shopping centers.

TABLE

<u>Variable</u>	<u>Mean Dist. Figures</u>	<u>Mean City Figures</u>
% Persons aged 0-17 years	41%	30%
% Persons aged 65+	8%	10%
% Work trips in private auto	76%	83%
% Work trips on public transit	18%	9%
% Units with no autos	40%	20%
% Units with 2+ autos	16%	36%
Traffic arrests/100 population aged 16+ years	5%	2%
Drunk Driving Arrests/100 population aged 16+ years	5%	2%
Families in Poverty	31%	10%

G. RECREATION

The general goal for recreation planning should be the provision of adequate space, facilities and programs at the neighborhood community and regional levels to meet the needs and desires of the residents of the district in a convenient and equitable manner.

A satisfactory recreation system must measure up to accepted standards in three respects; first, there must be sufficient land area set aside for recreation (present City standards: Community Park - 15 acres minimum, Neighborhood Park - 5 acres minimum and 1 acre per 1000 people); second, the recreation areas must be equitable and properly distributed throughout the City and individual districts; third and most important, there must be facilities to meet different recreation needs. This includes both active and passive recreation and provision for all age groups and income areas.

The Southeast District of Los Angeles includes within its boundaries ten existing parks (3 community parks and 7 neighborhood parks) serving a population of 186,100. Our evaluation of the Southeast District's recreation system begins with an evaluation of the parks and programs individually.

On-going projects in the Southeast District are funded by:

Housing and Community Development Act (1974)

1. Jordan Downs
\$10,000 Facilities lighting
2. Imperial Courts
\$10,000 Facilities lighting

The remainder of the improvements are problematical, pending Commission and HCD approval.

1. Green Meadows - Facilities lighting
1976-77 - \$27,000
2. Central Recreation Center - Facilities lighting
1976-77 - \$27,000
3. Ross Snyder Recreation Center - Facilities lighting
1977-78 - \$27,000
Also land acquisition and swimming pool - no date - no cost projection
4. 109th Street Park expansion
1981 - No cost projection

Social Programs in Southeast District:

1. SPEDY (Summer Program for Educationally Disadvantaged Youth). Controlling agency Recreation and Parks Department

<u>Jobs (CETA)</u>	<u>Amount</u>
1400	\$678,732 (Citywide) No District breakdown available.

2. Federal Lunch Programs (Special Lunch Program).

Begins July 1, 1975 - 10 weeks M-F at recreation centers

<u>Amount</u>	<u>Co-Controlling Agency</u>
\$1,235,950	1. State Dept. of Education Div. of Food Nutrition and food services.
	2. Recreation and Parks

Program to be started at:

1. South Park - 345 East 51st Street
2. Green Meadows - 431 E. 89th Street
3. Slauson - 5306 S. Compton

Other participating centers at:

4700 S. Honduras	11251 Compton
1464 109th Street	9900 Grape St.
5720 2nd Avenue	5350 Alba
2250 E. 111th St.	1550 S. Normandie

3. RSP (Recreation Support Program)

<u>Co-Controlling Agencies</u>	<u>Amount</u>
1. Office of Economic Opportunity (OEO)	\$438,430
2. Recreation and Parks	

4. Senior Citizens Nutrition Program (Title 7 of Older Americans Act)

<u>Co-Lead Agencies</u>	<u>Amount</u>
1. State Department of Aging	\$572,258
2. ACTION	

5. RAP - Drug abuse

Co-Lead Agencies

Amount

National Institute of Mental Health

\$70,689

Drug Abuse Division

Applies Fiscal Year 1976
\$90,000

6. Street Youth Counseling Program

Was funded by Model Cities - concluded on June 30, 1975

LAND PROGRAM EVALUATION

<u>Existing Total Acreage</u>	<u>Minimum City Std. Neigh. Pk. (by pop.)</u>	<u>Minimum City Stds. Comm. Pk. (by pop.)</u>	<u>Total Acreage Deficient</u>
72	186 ¹	186 ¹	300 ¹
72	372 ²	372 ²	672 ²

Accepted national and long-range City standards are 2 acres/1,000 people. On this basis the Southeast District should have 372 acres of land for neighborhood parks and a comparable amount for community parks or a total of 744 acres. Shorter-range City standards of 1 acre/1,000 for each type of park have been used in recent years as being more realistic. On this basis the amount of land required would be half of that above -- 186 acres for neighborhood parks, 186 for community, 372 total. In the Southeast District it is questionable whether even this lower standard is realistic because of lack of available land, the high cost of land and the allocation of funds to other portions of the City.

Only one neighborhood site (Green Meadows) and two community sites (Gilbert Lindsay Center and South Park) meet the minimum City standards of 5 and 15 acres respectively. In terms of population density, park sites and park acres, the Southeast District generally ranks in the upper density ranges. Therefore, the pressures of a large population and inadequate open space create a higher relative demand for recreation services.

Compounding the problem of insufficient recreation sites are the problems of inadequate public and private facilities and insufficient staff resources at existing public facilities. Particularly deficient in Southeast are the lack of swimming pools and large play fields; there are only two Recreation and Parks swimming pools. Only one neighborhood and two community parks exceed City standards for minimum acreage.

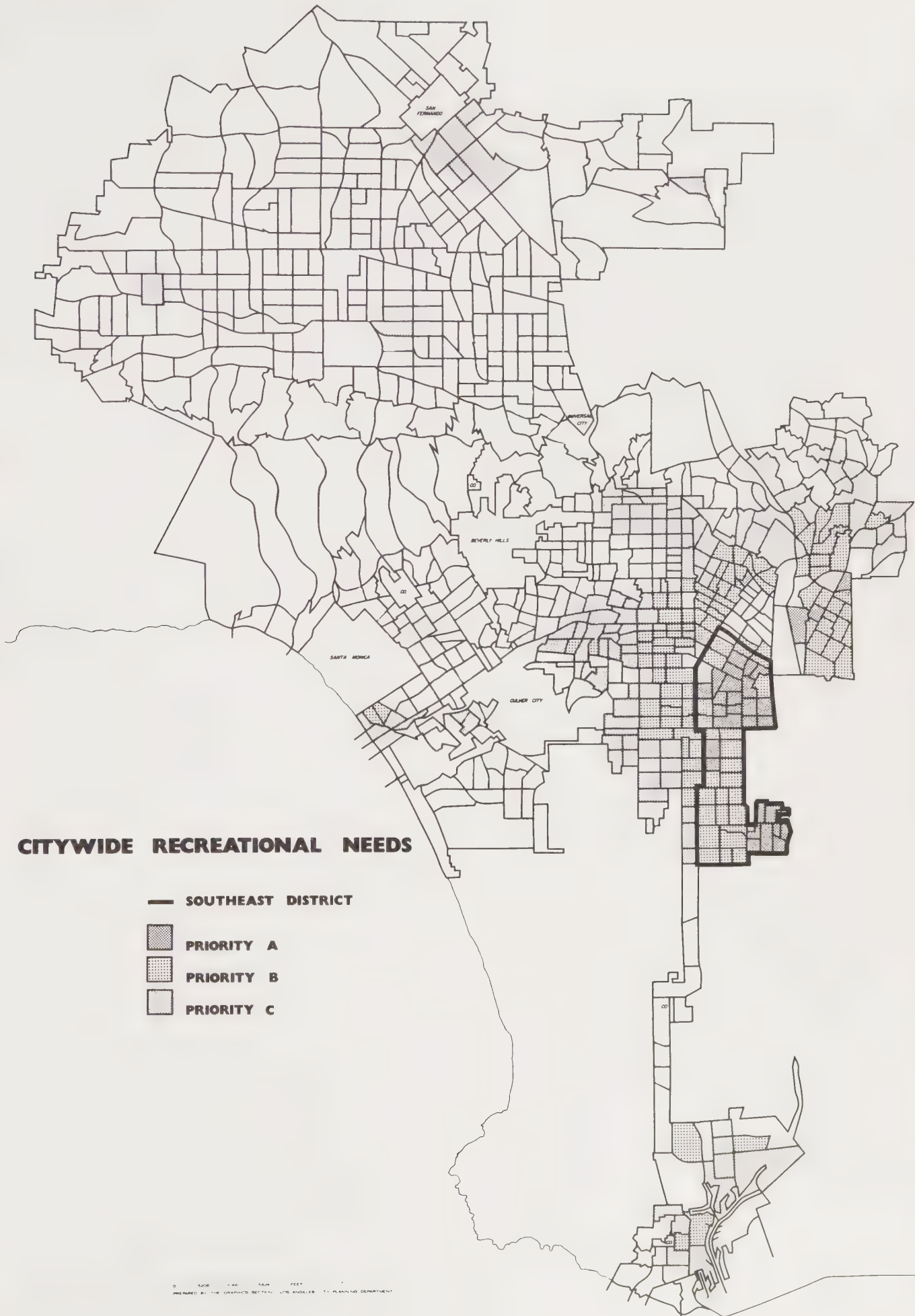
¹ Using standard of 1 acre/1,000 people.

² Using standard of 2 acres/1,000 people.

	Standard Site (Acres)	Existing Site (Acres)	<u>Facilities</u>		<u>Acreage</u>	
			<u>Surplus</u>	<u>Deficient</u>	<u>Surplus</u>	<u>Deficient</u>
Trinity Rec. Ctr.	5	2.07	---	Picnic Area Ftball Area	---	2.93
Central Rec. Ctr.	5	1.41	---	V-ball Cts. Ftball Field	---	3.59
Ross Snyder Rec. Ctr.	15	11.46	---	V-ball Cts. Swim. Pool	---	3.54
Gilbert Lindsay Ctr.	15	18.90	---	No. Facil. Available	3.90	---
Fred Roberts Rec. Ctr.	5	3.0	---	---	---	2.0
South Park	15	18.16	---	V-ball Cts. Swim. Pool	3.16	---
Slauson Rec. Ctr.	5	3.66	---	---	---	1.34
Green Meadows	5	9.33	---	Picnic Area Field	4.33	---
Watts Sr. Cit		1.23				
109th St. Rec. Ctr.	5	3.17	---	---	---	1.83

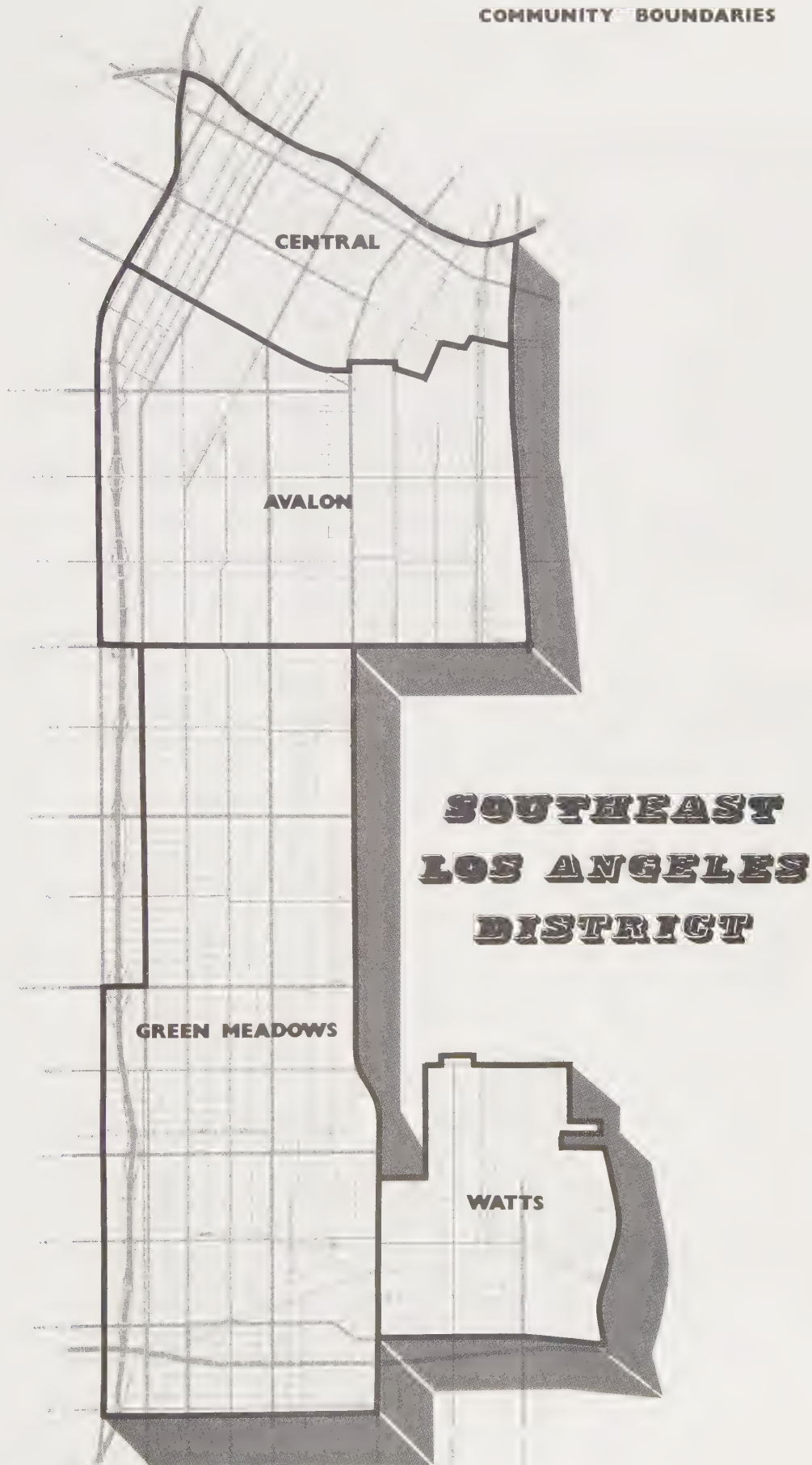
The existing problems to providing adequate recreation opportunities for the residents can be summarized as follows:

1. Available vacant land for desirable recreation and park placement is becoming almost non-existent in those areas most in need.
2. Several areas have no recreation sites within any reasonable distance to provide for either casual or organized recreational activities.
3. There is a lack of monies from private investors for commercial recreational facilities.



III. The Communities

COMMUNITY BOUNDARIES



A. CENTRAL COMMUNITY

The Central Community comprises 1,043 acres and is bounded by the Santa Monica Freeway, on the north, Figueroa Street and the Harbor Freeway on the west, Jefferson Boulevard, 33rd Street, Compton Avenue, and 25th Street on the south and Alameda Street on the east. The area contains 18,327 residents who represent 10% of the total Southeast District population of 186,100. The population density of 18 persons per acre is twice that for the City.

Together the Black and Spanish surname population comprise 90% of the population. The Black population is 10,466 or 57% of the total ethnic breakdown; this is more than three times greater than the 17% Black population citywide. The Spanish surname population comprises 6,341 or 34%. The White population is 913 or 5% of the total population as compared to the Citywide figure of 1,696,961, or 60%.

The balance of the ethnic composition is comprised of Japanese, Chinese, American Indians and others. The total population of this group is 945, or 5% of the Community. In the Southeast District, 45% of this ethnic group resides in the Central Community.

Poverty Status

The Central Community shows 32% of families in poverty compared to 10% Citywide.

<u>Poverty Status</u>	<u>Central</u>		<u>City</u>	
	<u>Count</u>	<u>%</u>	<u>Count</u>	<u>%</u>
Total Families	3,799	100	644,364	100
Families in Poverty	1,210	32	68,497	10
65+ Yrs. old in Poverty	683	33	51,579	18
Unrelated in Poverty	1,455	43	107,307	25

Education

The median level of educational attainment is the 9th grade. The school dropout rate of persons aged 16-21 in the Community is 34% with a higher number of female drop outs than males (65% and 35% respectively). These figures indicate a significantly higher rate of attrition within the Southeast District than Citywide.

Labor Force and Income

The median income is \$5,364. The Community's level of unemployment is 12% which is high relative to the 7% City figure. 79% of the labor force are blue collar workers with the remaining 21% in white collar positions.

Housing

48% of the housing in the Central Community is single-family units with the balance in two or more housing units. There is a vacancy rate of 8% compared to the Citywide rate of 5% with renter occupied units approximate four times greater than owner occupied units. Over fifty percent of the housing was built prior to 1939.

The residential character of the area is predominantly low and low medium density (1 to 4 units per lot). However, the Community is zoned for multiple family housing (R3 and R4 zones). Single family and multiple housing units have been built in industrial and commercial zones. There is also pressure for expansion of industrial zones into residential areas. These incompatible uses have contributed to the instability and deterioration of housing, especially in the eastern portion of the Community.

ZONING AND LAND USE

RESIDENTIAL

Zoning

There are 488 acres of residential zoned land, all in the R3, R4, and R5 zones. Of this figure, 410 acres, or 85% are actually in residential use.

EXISTING ZONING CAPACITY

<u>Zone</u>	<u>Gross Acres</u>	<u>% of Total Residential Land</u>	<u>Persons / Acre</u>	<u>Zoning Capacity</u>
R3	298	68	71.8	21,411
R4	186	32	135.0	25,217
R5	3	--	250.0	750
TOTAL	488	100		47,378

Existing zone capacity	47,378
1970 population	18,665
1995 projected population	16,530

Land Use

An inventory of residential land use indicates considerable underutilized multiple zoned land. Approximately 48% of the housing units are single family.

COMMERCIAL

Zoning

There are 117 acres of commercial zoning which constitutes 11.1% of the total Community land area.

Land Use

Only 55 acres of the commercial zoning have been utilized for commercial uses. Of the balance of the commercial zoned land, 46 acres, is being utilized for residential purposes and 16 acres in public use.

The commercial pattern is arranged to some extent in a shallow-depth strip configuration along the Major and Secondary Highways. As a result, very little off-street parking has been provided. There are several neighborhood and community shopping centers that appear viable and provide a wide range of goods and services. This is in contrast to the marginal strip commercial establishments (auto repair, used furniture, store-front churches, etc.) and the numerous vacancies outside of these centers.

INDUSTRIAL

Zoning

There are 439 acres of industrial zoned property representing 42% of the total Community area. The industrial zoned land creates a fringe around the Central Community; westerly from Broadway, northerly from Washington Boulevard, easterly from Hooper Street and southerly along the railroad right-of-way.

Land Use

Of the 439 acres of industrial zoned land, 267 acres (62%) are being used for industrial purposes. The balance of acreage is being used for residential purposes (59 acres, 13%), commercial purposes (77 acres, 17%), and institutional purposes (35 acres, 8%).

The lack of available off-street parking facilities for many of the industrial establishments has caused congestion and other traffic problems. Residential and commercial intrusion in the industrial zone compounds traffic and parking problems.

SERVICE SYSTEMS

SCHOOLS

Elementary

Nevin Avenue	1569 E. 32nd Street
San Pedro	1635 S. San Pedro
20th Street	1353 E. 20th Street
28th Street	2807 Stanford Avenue

Junior High School

John Adams Jr. H. S. 151 W. 30th Street

Community College

L. A. Trade Technical 400 W. Washington Bl.

Administrative Area F Office 644 W. 17th Street

RECREATION AND PARKS

Central Recreation Center 1357 E. 22nd Street

Facilities: Picnic area, children's play area, community building, ball diamond, basketball court.

Trinity Recreation Center 2415 Trinity Street

Facilities: Children's play area, field house and basketball court.

OTHER PUBLIC FACILITIES

Hospitals

John Wesley 2826 S. Hope Street
Orthopaedic Hospital 2400 S. Hope Street

Fire Station

Station 14 3401 S. Central Avenue

Public Social Services Department

Metro 2707 S. Grand Avenue

CIRCULATION

The Central Community is bounded by the Harbor Freeway on the west and the Santa Monica Freeway on the north.

The circulation system within the Community consists of a simple grid pattern. In a north-south direction are the Major Highways of Figueroa, Main, San Pedro, Central, Long Beach (divided), and Alameda. Secondary Highways running in the same direction are Flower, Grand, Olive, Hill, Broadway, Los Angeles, and Hooper. In the east-west direction are the Major Highways of Washington, Adams, and Jefferson. 30th Street is the only Secondary running in an east-west direction. Collector and Local streets are interlaced with the Major and Secondary Highways to complete the circulation system of the Community.

CAPITAL IMPROVEMENT PROJECTS

Project - Alameda Street a Major Highway, south from the Santa Monica Freeway to 25th Street. This improvement will replace the existing pavement and include improvements to the curb, gutter, sidewalks, storm drains, traffic signals and street lighting. The street carries an extremely heavy volume of truck traffic and has many base failures and a badly warped riding surface. The maintenance work by the City can no longer be economically justified.

Project - Washington Boulevard, a Major Highway, and its intersection with Compton Avenue. This project will improve the substandard alignment of Washington Boulevard at Compton Avenue. The present alignment of Washington Boulevard has an angle point at Compton Avenue which creates a hazardous driving situation. This project will replace the angle point with a large radius curb and improve the curb returns.

B. AVALON COMMUNITY

The Avalon Community comprises an area of 4-1/2 square miles (2,846 acres) generally bounded by Figueroa Street, Slauson Avenue, Jefferson Boulevard, the railroad tracks northeast of Jefferson Boulevard and Alameda Street. This area contains 57,853 residents, 90% of whom are Black, and represents 31% of the Southeast District's population. Population density is more than twice the City average.

Population projections for Avalon by the Planning Department indicate a slight decrease to 56,665 for the year 1995. The District population projection is for an overall decrease of 9,000 while the City population projection is for an increase of nearly 500,000 residents.

The Community has a high proportion of young residents in comparison with the citywide average, but in relation to the District the average age is older.

An ethnic breakdown in Avalon shows only 3% White in contrast to the citywide total of 60%, and 7% Spanish surname versus 18% for the City.

Fifty-five percent of households in Avalon have both husband and wife present, whereas 80% of citywide households have both members present. Further evidence supports the notion that the family unit in Avalon is not the stable institution it is in other areas. Families headed by females are twice as common in Avalon (39%) as they are citywide (17%).

One out of three students in Avalon eventually drops out of school. One in four students drops out on the City average. Median school years completed is 10 for Blacks and 8 for Spanish surname which compares with 12 and 10, respectively, throughout the City.

When the U.S. Census was taken in 1970, economic conditions were more favorable than the situation today. At the time, the unemployment rate in Avalon was 11% and the citywide rate was 7%. Since then, unemployment has increased substantially. While we do not know the actual local unemployment rate some estimates place the figure as high as 25 or 30% among young people. Only 25% of those employed have white-collar positions, half the City average. In addition to having low paying jobs, the number of residents participating in the labor force is only 47% as opposed to 60% citywide.

More than half the housing units in Avalon are single-family dwellings. Compared to the City relatively few structures contain five or more units. The housing stock is predominantly pre-1940. Only 6% of the units counted in the 1970 census were built between 1960 and 1970. During this same period, 22% of the Los Angeles housing stock was built. In Avalon 74% of the housing units are rented while 68% are rented in the District and only 59% citywide. While portions of the Community are well maintained, other areas show signs of deterioration, dilapidation, abandonment and similar blight characteristics. Much of the community is paved: 23 street miles per square mile is certainly higher than 14 street miles/square mile citywide.

Existing zoning is primarily R3 although land use generally consists of single-family structures or duplexes.

Over 75% of owner occupied housing in Avalon had a median value less than \$20,000 in 1970. For the City of Los Angeles the figure was 22%. At \$69, median rent in Avalon was considerably below the citywide median of \$107.

The use of public transit to work is quite high in the Community with one in four work trips made by this mode. Fewer than one in ten trips citywide utilize public transit. Auto ownership is low: 46% of the households have no car, which is twice the City average, and only 11% have two or more cars in comparison to 35% citywide.

With low educational achievement and few white collar workers it is no surprise that Avalon has a poverty problem. While the census figures indicate that 10% of the families in Los Angeles were in poverty in 1970 it is also shown that 32% of the families in Avalon were in poverty.

One indication of social stability can be measured by tenure, or the length of time a household has lived at the same address. In Avalon, 17% of the families have had the same address since 1949, whereas 13% of the District and only 7% of the City have had a similar length of tenure.

ZONING AND LAND USE

RESIDENTIAL

Zoning

There are 1,705 acres of land zoned residential. Of this total, 1,629 acres are actually in residential use.

Land Use

An inventory of residential land use indicates widespread underutilization of multiple zoned land.

EXISTING ZONING CAPACITY

<u>Zone</u>	<u>Gross Acres</u>	<u>% of Total Residential Land</u>	<u>Persons Per Acre</u>	<u>Zoning Capacity</u>
R2	226	13	33	7,458
R3	1,357	80	72	97,704
R4	122	7	135	16,470
TOTAL	1,705	100		121,632

Existing Zoning Capacity: 121,632
1970 Population: 57,583
1995 Projected Population: 56,665

COMMERCIAL

Zoning

There are 484 acres of commercial zoning; this is equivalent to 17% of the Community land area.

Land Use

Only 184 acres or 38% of existing commercial zoning is being utilized for commercial purposes. Residential uses now account for 183 of the 484 commercial zoned acres. Central, Avalon, Main, Broadway and Santa Barbara are the primary commercial strips with little off-street parking provided.

INDUSTRIAL

Zoning

Avalon contains 653 acres of industrial zoning; this is equivalent to 23% of the total Community land area. Major industrial concentrations exist along Slauson Avenue, Alameda Street, and the northwest area of the Community.

Land Use

Of the 653 industrial zoned acres, 414 acres or 63% is being used for industrial purposes, 14% for residential purposes, 11% for commercial purposes while the rest is in public use. The lack of adequate transitional buffers between industrial and other uses is a problem that the Plan intends to resolve.

SERVICE SYSTEMS

SCHOOLS

Elementary

Hooper Avenue	1225 E. 52nd Street
Holmes Avenue	5108 Holmes Avenue
Ascot Avenue	1447 E. 45th Street
49th Street	750 E. 49th Street
Main Street	129 E. 53rd Street
West Vernon Avenue	4312 S. Grand Avenue
Wadsworth Avenue	981 E. 41st Street
Trinity Street	3736 Trinity Street

Junior High

Carver	4410 McKinley Avenue
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Senior High

Jefferson	1319 E. 41st Street
Garden Gate High (Spec.)	935 E. 42nd Place

Other

Jefferson Community Adult School 1319 E. 41st Street

FIRE STATIONS

Station 14	3401 S. Central Avenue
Station 21	1187 E. 52nd Street
Station 22	4366 S. Main Street

RECREATION AND PARKS FACILITIES

Gilbert Lindsay Center	41 St. and San Pedro Street	18.90 acres
Fred Roberts Rec. Center	4700 S. Honduras Street	3.00 acres
Slauson Rec. Center	5306 Compton Avenue	3.66 acres
South Park	345 E. 51st.	18.16 acres
Ross Snyder Rec. Center	1501 E. 41st. Street	11.46 acres

LIBRARIES

Junipero Serra	4255 S. Olive Street
Vernon	4515 S. Central Avenue

CIRCULATION

The Community street system is composed of two grid patterns reflecting the growth of Los Angeles. The older system is oriented northeast-southwest and terminates at Santa Barbara Avenue. From there and points south the street system is oriented north-south. The Harbor Freeway is the only freeway in the area. Major highways include:

Jefferson Boulevard	Broadway
Santa Barbara Avenue	Figueroa Street
Slauson Avenue	Long Beach Boulevard
Central Avenue	Alameda Street
Avalon Boulevard	

Secondary Highways include:

Vernon Avenue	Hooper Avenue
Main Street	Compton Avenue
San Pedro Street	

CAPITAL IMPROVEMENT PROJECT

An underground storm drain along Central Avenue from 54th Street to 58th Street is now in the design stage. Construction is scheduled to begin in 1977. No additional right of way will be required.

Because of flat topography, surface flows have created ponds along gutters and intersections, hampering business activities as well as vehicle and pedestrian movement. The project will correct these deficiencies.

C. GREEN MEADOWS COMMUNITY

GENERAL COMMENTS:

The Green Meadows Community of the Southeast District is bounded by Slauson Avenue on the north, Central Avenue on the east, 120th Street on the south, and Broadway and Figueroa Street on the west. The area consists of 20 Census Tracts, composed of 4,257 acres or 6.7 square miles. The 1970 Census indicated that the area had a population of 80,259 people (approximately 43% of the District) living in 26,741 dwelling units (D.U.s) of which 67.5 or 10,021 D.U.s were owner occupied. There are 19,037 single family D.U.s which is 71% of all dwelling units.

Population density in the Green Meadows Community is twice the City's average. Population projections for the Green Meadows, developed by the City Planning Department, indicate that this area will experience a slight decrease in population by 1995 to 73,872 persons.

The following is a brief summary of some of the important facts developed in the course of this study:

- . Single family residences are the predominant land use in the Green Meadows Community
- . Substandard housing, most of which is occupied, is dispersed throughout the Community.
- . The density of existing residential development is far below that permitted by existing zoning.
- . Intensification of land use would require upgrading of water and sewer facilities.
- . Some areas exhibit a mixing of residences with commercial and industrial uses.
- . The grid street pattern encourages the use of local streets for through traffic serving a mixture of land uses.
- . The people of Green Meadows are relatively under-educated.
- . The Green Meadows Community has a youthful population.
- . In 1970, about 40% of the dwellings in the Community were without an automobile.

. Rail lines once used for passenger service are now limited to freight operations.

. The lowest percentage of people is the 65+ years age group.

In 1970, according to the U. S. Census, 90% of the Community residents were Black, and 6% were Spanish surname.

Census statistics indicate that the adult educational attainment level for the Community residents is below the Citywide level. The median level for the Green Meadows Community was 11 years as compared with 12 years city-wide.

The 1970 Census Statistics relating to employment within the Green Meadows Community indicated 54% of the residents aged 16 or over were in the labor force. Of those persons in the labor force 87% were actually employed compared to 93% for the City. These employment figures have changed substantially in the past five years. Therefore, a complete analysis is included in the Human Elements Section of this report.

The number of people living in over-crowded conditions (exceeding 1.51 persons/room) in the Community (7.6%) exceeds the City average (3.3%).

The percentage of owner occupied houses valued at less than \$20,000 (80%) is well above the City average (22%). If and when housing rehabilitation programs occur, this housing stock would be a valuable source for providing low and moderate income housing within the area.

ZONING AND LAND USE

RESIDENTIAL

The Green Meadows Community includes 4,257 gross acres within its boundaries, 68% or 2,896 acres of which are now zoned for residential use. Approximately 14% of the total residential acres are zoned for single-family use whereas 49% or 1,467 acres are zoned for multiple purposes.

Existing Zoning Capacity

<u>Zone</u>	<u>Gross Acres</u>	<u>% of Total Residential Acres</u>	<u>Persons Per Gross Acre</u>	<u>Population Capacity</u>
R1	411	14.2	18.2	7,472
R2	1,018	35.2	33.4	33,989
R3	1,357	46.9	71.8	97,429
R4	<u>110</u>	<u>3.7</u>	135.0	<u>14,962</u>
TOTAL	2,896	100.0		153,852

Existing Zoning Capacity =	153,852
Existing Population =	80,259
1995 Projected Population =	78,872

Land Use

The inventory of residential land uses indicates considerable underutilization of residentially zoned lands. The discrepancies are in the R3 and R4 (Multiple Dwellings) zones. There are approximately 1,467 acres zoned for R3 and R4 purposes. However, very little of the multiple dwelling zoning is being utilized to its maximum. The population projection for the Green Meadows Community for 1995 is 78,872. This projection is only a slight decrease over the present population. Therefore, an accommodation of the existing population and a small reserve capacity would adequately serve this community.

COMMERCIAL

Zoning

Commercial zoning accounts for 15.3% of the Community, or 651 acres. Almost all of this is located in strip developments along major and secondary streets, primarily the north-south thoroughfares.

Land Use

Only 47% of the commercial zoning is being utilized for commercial purposes. The inventory of commercial lands also indicates that 263 acres are in residential use, and 81 acres are in public or institutional use.

Commercial Land Use

<u>Use</u>	<u>Acres</u>	<u>Percent</u>
Commercial	307	47.1
Residential	263	40.4
Public	81	12.5
TOTAL	651	100

INDUSTRIAL

Zoning

There are 704 acres of industrially zoned land in the Green Meadows Community. This figure represents about 17% of the total area as compared to the citywide average of 10%. Most of the industrially zoned land is in M2 and M3 zones. This Community has a Regional industrial center which include Goodyear Tire and Rubber Company, U. S. Motors and others in the area generally bounded by Slauson Avenue, Central Avenue, Florence Avenue, and Avalon Boulevard. The next largest industrial area runs along

the railroad line in the Southern portion of Green Meadows. The third industrial area is in the Southwest corner of Manchester Avenue and Avalon Boulevard. The fourth area runs along Central Avenue north of Century Boulevard. The fifth is the strip industrial area running along both sides of Main Street.

Land Use

Of the 704 acres zoned for industry, 524 acres or 74.4% are under industrial use. Approximately 69 acres or 9.8% are under public use and 67 acres or 9.5% are used commercially. The remainder of the acreage (44 acres or 6.3%) is under residential use.

<u>Use</u>	<u>Acres</u>	<u>Percent</u>
Industrial	524	74.4
Commercial	67	9.5
Residential	44	6.3
Public/Institutional	69	9.8
TOTAL	704	100

SERVICE SYSTEMS

FIRE STATIONS

Station # 33	6406 S. Main Street
Station # 64	118 W. 108th Street

SCHOOLS

Elementary

McKinley Avenue School 7812 McKinley Avenue	Ninety-Ninth Street School 9900 S. Wadsworth Avenue
South Park School 8510 Towne Avenue	One Hundred Seventh Street School 147 E. 107th Street
Sixty-Sixth Street School 6600 S. San Pedro Street	One Hundred Ninth Street School 731 E. 109th Place
Seventy-Fifth Street School 142 W. 75th Street	One Hundred Sixteenth Street School 11610 Stanford Avenue
Ninety-Third Street School 330 E. 93rd Street	One Hundred Eighteenth Street School 144 E. 118th Street
Ninety-Seventh Street School 419 W. 98th Street	

Junior High

Bethune, Mary McLeod
155 W. 69th Street

Samuel Gompers
234 E. 112th Street

Senior High

John C. Fremont
7676 S. San Pedro Street

Alain LeRoy, Locke
325 E. 111th Street

LIBRARIES

Ascot Library
256 W. 70th Street

Mark Twain Library
9621 S. Figueroa

PARKS

Green Meadows Recreation Center
431 E. 89th Street

CIRCULATION

The framework of streets in the Green Meadows Community consists of a grid system with major streets generally at one mile intervals. The Harbor Freeway runs along the westerly border of the Community and the A.T. and S.F. Railroad lines along Slauson Avenue, providing rail service to the industrial development.

In the north/south direction are the Major Highways of Figueroa, Broadway, Avalon and Central. In the same direction are the two Secondary Highways of Main Street and San Pedro Street. In the east/west direction, Major Highways are Florence Avenue, Manchester Avenue, Century Boulevard and Imperial Highway. Secondary Highways are Slauson Avenue, Gage Avenue, 79th Street, 92nd Street, 108th Street and 120th Street.

CAPITAL IMPROVEMENT PROJECTS

- (1) Project: Broadway at Century Freeway - 111th Street to 117th Street.

This project will widen Broadway to Major Highway standards. This portion of Broadway provides a transition from a single roadway to a divided highway.

(2) Century Boulevard - Avalon Boulevard to San Pedro Street.

This project will widen Century Boulevard to Major Highway standards. The project lies in a highly developed residential area just west of Watts. Century Boulevard is a major east-west artery providing access to the Harbor Freeway and the Los Angeles International Airport. The improvements will help reduce the high accident rate, especially at the intersection of San Pedro Street and Avalon Boulevard.

(3) Century Boulevard - Alameda Street to Wilmington Avenue.

Under this project, a new Section of Century Boulevard will be opened between Alameda Street and Grape Street. This section will be built to Major Highway standards. This improvement is being done in cooperation with the Community Redevelopment Agency and the County. In conjunction with other projects, it will provide a continuous east-west artery through the Watts area that will connect Tweedy Boulevard and South Gate with the Harbor Freeway.

(4) Florence Avenue - West of Broadway to Figueroa Street.

This project will widen Florence Avenue to Major Highway standards in addition to providing additional left-turn storage space for traffic entering the Harbor Freeway from Florence Avenue. This will help to reduce the traffic congestion on Florence Avenue near the Harbor Freeway.

(5) Gage Avenue - East of Avalon Boulevard island landscaping.

This project will landscape a traffic island at the intersection of Gage Avenue and Avalon Boulevard. This intersection lies in a heavily traveled industrial area.

(6) 89th Street - Central Avenue to McKinley Avenue - Storm Drain.

This project will construct storm drain facilities in 89th Street between Central Avenue and McKinley Avenue. The extremely flat grades in this area lead to ponding conditions for dry weather, flows and flooding during heavy storms. The proposed improvements will alleviate these conditions.

(7) 98th Street Bikeway - Central Avenue to Western Avenue.

This project will provide a planned bike riding facility within the Department of Water and Power Right of Way along the median strip in 98th Street from Central Avenue to Western Avenue.

Increasing competition of bicycles and automobiles for use of the travelled way, particularly on major highways, necessitates the need for planned bike riding facilities. This facility will attract bike riders who would otherwise use nearby Century Boulevard, a Major Highway. The bikeway serves as a connecting link between two County park facilities and ideally lends itself to three elementary schools located along or nearby the route. The facility is a segment of a proposed City-wide bicycle network which will eventually be developed as a viable transportation system.

D. WATTS COMMUNITY

The Watts Community comprises 1,284 acres or 2 square miles and is bounded by 92nd Street on the north, City's boundary lines on the east (Croesus Avenue and Mona Boulevard), Imperial Highway (along the City's boundary line) on the south, and Central Avenue on the west. The 1970 U.S. Census indicated that the Watts Community had a population of 29,661 persons who represented 15.9% of the Southeast District. The population density in this Community is 23 persons per gross acre, as compared to only 19.7 for the Southeast District, and is more than twice the density of the City.

The Census indicated that 89.1% of the Community's population was Black with 9% Spanish surname, and the balance (1.9%) were White, Oriental, and American Indian.

From 1960 to 1970 the population of the community decreased from 34,001 to 29,661. This Community is still experiencing a decrease in population. The population projection for Watts, developed by the Planning Department, indicates this trend will continue to 1995.

When compared to the general pattern of the City, the age group composition of the Watts population is significantly different. This Community has the highest percentage of youth in the 0-17 age group: 51.9% as compared to 41.6% for the District and only 30.2% for the City. This can be attributed to the large number of young families living in the four public housing projects.

EDUCATION

The State of California achievement test, administered at the 6th and 12th grade level for public schools in the Los Angeles School District, indicates that median scores of all students in the Southeast District are much lower than the City's average. Median education for Watts residents is 10 years compared to 12 years for residents on a citywide basis. The Spanish surname residents achieve a somewhat lower level of 8 years for the Watts Community and 10 years for the City's average. The 1970 Census data reveal that 23% of high school students, 16-21 years old, drop out. Of these, 45% were male while 55% were female. The District and Citywide figures for dropouts are 24% and 14% respectively. The Watts dropout rate parallels that of the District.

EMPLOYMENT

The 1970 Census statistics relating to employment within this Community indicate that 15,607 (52.6%) of the residents 16 years or older are available for the job market, 6,525 males and 9,082 females. Slightly less than 40% of these persons available for jobs are actually employed in the labor

force. The District shows approximately 50% employed, while the City's average is 60.2%. According to the 1970 Census this Community had an 18% unemployment rate while the City had only a 7.1% unemployment. Since the last U.S. Census the unemployment rate has risen substantially higher in the Community.

HOUSING

Housing problems throughout the Watts Community are very visible. While some of the housing is well maintained and relatively free of problems, much of the housing is showing signs of deterioration, overcrowding and other characteristics of blight. In addition to the problems of private housing, this Community has four public housing projects with a total of 2,560 dwelling units which accounts for 31% of the Community's housing. While most of the public housing projects are structurally sound, their unimaginative design, and overcrowding has caused deterioration and blight. The present economic status of the Community has caused many dwelling units to be vacated and boarded up.

Within Watts, the Community Redevelopment Agency has constructed and sold 64 single family dwellings. These dwellings are very attractive and add to the much needed improvement in the Community's housing.

While the Community has a large number of public housing dwelling units, it also has a high percentage (63.5%) of one-unit structures. This is slightly higher than the Southeast District which has 62.9%, and much higher than the City as a whole with only 51.7%.

The percentage of residents living in overcrowded housing units in the Watts Community is significantly higher than both the District and the City. The Community has 10.5% of the occupied units overcrowded (1.5+ persons per room) as compared to 7.5% for the District and 3.3% for the City.

The 1970 Census indicates that 79.9 % of the Community's owner occupied housing had a value of less than \$20,000. This figure parallels that of the District which has 78.4% of its housing in this category, while the City has only 22.4% in this category.

ZONING AND LAND USE

RESIDENTIAL

Zoning

The Watts Community has 1,284 acres within its boundaries of which 1,070 acres are zoned for residential uses. Multiple dwelling zones R3 and R4 zoning account for 439 acres or 34% of the residential zoning. The following Table indicates the zoning breakdown and capacities:

Existing Zoning Capacity

<u>Zone</u>	<u>Gross Acres</u>	<u>% of Total Residential Area</u>	<u>Persons Per Gross Acre</u>	<u>Population Capacity</u>
R1	197	18.4	18.2	3,580
R2	434	40.5	33.4	14,492
R3	352	32.9	71.8	25,288
R4	87	8.2	135.0	11,799
	<u>1,070</u>	<u>100.0</u>		<u>55,159</u>

Existing Zoning Capacity	-	55,159
1970 Population	-	29,661
1995 Projected Population	-	25,270

Land Use

An inventory of residential land uses indicates that of the 1,070 acres zoned for residential, only 837 acres are being used for this purpose.

COMMERCIAL

Zoning

The Watts Community has a total of 126 acres zoned for commercial use. This represents 10% of all Community land.

Land Use

Only 41 acres of the commercial zoning is being utilized for commercial uses. The balance of the commercial zoned land is being used for residential use, schools and other public uses. Most of the commercial development is along the Major and Secondary Highways with limited off-street parking.

INDUSTRIAL

Zoning

There are 86 acres of industrial zoned land in this Community which represents only 6.7% of the land. Most of the industrial zoned is located along the railroad right-of-way.

Land Use

Only 21 acres of the industrial zoning is used for industrial purposes. The balance of industrial zoned land is being utilized for residential, commercial, and public uses.

SERVICE SYSTEMS

SCHOOLS

Elementary:

Compton Avenue	1515 East 104th Street
Grape Street	1111 Grape Street
92nd Street	9211 Grape Street
96th Street	1477 East 96th Street
102nd Street	1916 East 102nd Street
111th Street	1610 East 111th Street
112th Street	1265 East 112th Street
Weigand Avenue	10401 Weigand Avenue

Junior High

Markham	1650 East 104th Street
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Senior High

Jordan	2265 East 103rd Street
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Community Adult

Jordan	2265 East 103rd Street
Watts Skill Center	840 East 111th Place

RECREATION AND PARKS

109th Street Recreation Center
Watts Senior Citizen Center

FIRE STATION

Station #65	1525 East 103rd Street
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LIBRARY

Watts	1507 East 103rd Street
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OTHER PUBLIC FACILITIES

Watts City Hall	1513 East 103rd Street
South Health Center	1522 East 102nd Street
Public Social Services	10728 South Central Avenue

CIRCULATION

The circulation system within the Community consists mostly of grid pattern streets, with the exception of street patterns in the three large public housing projects and the subdivision northerly of 103rd Street between Central Avenue and Success Avenue. The former Pacific Electric lines, now the Southern Pacific Railroad, run through the middle of the Community and southerly of 103rd Street. This line separates into three lines, which divides the Community into four sections.

CAPITAL IMPROVEMENT PROJECTS

Project - Century Boulevard, a Major Highway, from Alameda Street to Wilmington Avenue. This project will open a new section of Century Boulevard between Alameda Street and Grape Street. This section will be built to full Major Highway standards. This improvement is being done in cooperation with the Community Redevelopment Agency and the County.

Project - Central Avenue from Avalon Boulevard to San Pedro. This project will widen Central Avenue to Major Highway standards.

Project - Hooper Avenue Drainage System Lateral from 51st Street to 58th Street. This project consists of an underground storm drain with appurtenant facilities which will outlet into an existing County drain in Central Avenue at 58th Street. Extremely flat street grades in Central Avenue from 51st Street to 58th Street cause surface flows to top curbs during rain storms.

Project - San Pedro Street and 71st Street Storm Drain. This project will construct storm drain facilities in 71st Street from Avalon Boulevard to San Pedro Street and in San Pedro Street from 71st Street to 69th Street. This drain will relieve San Pedro Street of heavy storm flows and reduce inundation of business establishments and inconvenience to pedestrians.

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EXISTING ZONING

SOUTHEAST LOS ANGELES DISTRICT



Legend

Housing		DWELLING UNITS PER GROSS ACRE
R1	ONE FAMILY DWELLING	5.22
R2	TWO FAMILY DWELLING	10.45
R3	SMALL APARTMENT BUILDING	32.67
R4	LARGE APARTMENT BUILDING	67.50
R5	LARGE APARTMENT BUILDING	140.00

Commerce	
C1	LIMITED COMMERCIAL
C2	COMMERCIAL

Industry	
CM	COMMERCIAL MANUFACTURING
M1	LIMITED INDUSTRIAL
M2	LIGHT INDUSTRIAL
M3	HEAVY INDUSTRIAL

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